### 2005

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

**15** 

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route	
[29]	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
~~~		

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

Doute	د حامداله حاد، را	مالم ما ما	AADT CA	47:	D		Tru	ıck		00	K	OV	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	^
Route	Jurisdiction	Length	AADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		rd County Line												
Colonial Hwy	Campbell County	2.06	380 G	87%	3%	4%	3%	4%	0%	С	0.13	F	0.596	390	
	To: From:	15-811	Near Evington												
24) Colonial Hwy	Campbell County	6.68	1100 G	87%	3%	4%	3%	4%	0%	F	0.116	F	0.566	1200	
<u> </u>	To		US 29												
Colonial Hwy	Campbell County	4.32	3000 G	92%	2%	1%	1%	4%	0%	С	0.093	F	0.551	3100	
9	To	US 501	SW of Rustburg												
4) (501) Campbell Hwy	Campbell County	0.92	9800 G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.537	10000	
Campbell Hwy	To														
4) Village Hwy	Campbell County	6.38	SW of Rustburg 4000 G	90%	1%	2%	1%	6%	0%	F	0.095	F	0.717	4100	
4 Village Hwy	Campbell County	0.30		30 70	1 70	270	1 /0	070	070	'	0.033	'	0.717	4100	
Vene and the second	Tar From:	0.40	15-656	000/	40/		40/	00/	00/		0.000	_	0.540	0400	
4) Village Hwy	Campbell County	3.16	3000 G	90%	1%	2%	1%	6%	0%	С	0.092	F	0.542	3100	
¬ ~~~	To- From:		V US 460												
4) (460) Lynchburg Hwy	Campbell County		17000 N	93%	0%	1%	1%	4%	0%	N	0.086	N	0.603	18000	
	To:	Appomat	ttox County Line	;											
$\sim$	From:		ania County Line												
9) Wards Rd	Campbell County	0.72	11000 G	83%	1%	1%	1%	14%	1%	F	0.071	F	0.553	11000	
~	To: From:	SR 43	Bedford Ave												
yg Wards Rd	Campbell County	3.40	19000 G	83%	1%	1%	1%	14%	1%	F	0.079	F	0.537	20000	
<i></i>	To:		15-712												
⊋9 Wards Rd	Campbell County	0.24	19000 N	83%	1%	1%	1%	14%	1%	Ν	0.079	Ν	0.537	20000	
	Tay	RUSUS	29 N of Altavist	a											
9 Wards Rd	Campbell County		17000 G	93%	0%	1%	1%	5%	0%	F	0.076	F	0.569	18000	
9)	To														
∑g Wards Rd	Campbell County		Marysville Rd	93%	0%	1%	1%	5%	0%	F	0.078	F	0.602	18000	
y valus Ku	Campbell County			3370	070	170	1 70	370	070	· ·	0.070	•	0.002	10000	
~ Warda Dd	Trans		Colonial Hwy	93%	00/	40/	40/	F0/	00/	_	0.000	_	0.040	40000	
Wards Rd	Campbell County	4.58	19000 G	93%	0%	1%	1%	5%	0%	F	0.082	F	0.613	19000	
~	Ta: From:		nglish Tavern Ro												
(9) Wards Rd	Campbell County		29000 A	93%	0%	1%	1%	5%	0%	С	0.094	Α	0.566	30000	
~	From:		burg Hwy; Bus US 29 Wards												
29) (460) Lynchburg Hwy	Campbell County		35000 G	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	
(460) 27116118419 1 1117	Tampson Seamy			0070	070		1 70	170	070	•	0.000	·	0.01	0,000	
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)		L Lynchburg <b>35000 G</b>	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	
29 (460) Lynchburg Hwy	City of Lynchburg (Maint. 15)			3370	U70	1 70	1 70	470	U 70	r	0.090	r	0.04	3/000	
~~~.	From:		er Mountain Rd	0001	601		461	46.	061		0.655	_	0.010	04000	
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	29000 G	93%	0%	1%	1%	4%	0%	F	0.099	F	0.649	31000	
~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~	To: From:		US 501												
29 (460)(501) Lynchburg Hwy	City of Lynchburg (Maint: 15)		29000 A	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.533	31000	
~~~	To:	US 501	Campbell Ave												

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

		Campbell Operational	Alea											
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	$\Omega V$
route	-	Longai AADI Q	1 71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	70.0001	Q,
~~ ~~	From:	US 501 Campbell Ave												
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00 <b>27000 N</b>	93%	0%	1%	1%	4%	0%	N	0.083	N	0.539	29000	Ν
<del></del>	To:	US 29												
	Campbell County	US 460 Lynchburg Hwy 0.93 <b>17000</b> F		1%	1%	1%	9%	0%	F	NA			NA	
29)		Madison Heights Bypass co				1 /0	970	076	-	INA			INA	
	Lynchburg,		приетеи С	Clober .	2005									
~	From:	SCL Lynchburg	000/	40/		40/	00/	00/		NIA			NIA	
29)	City of Lynchburg (Maint: 15)	0.33 <b>17000 F</b>		1%	1%	1%	9%	0%	F	NA			NA	
	Lyncnburg,	Madison Heights Bypass co NCL Lynchburg	mpietea C	ctoper.	2005									
Bus	From:	Pittsylvania County Lin		00/	40/	00/	407	00/	_	0.007	_	0.550	7000	,
Main Street	Town of Hurt (Maint: 15)	0.03 <b>7600 G</b>	98%	0%	1%	0%	1%	0%	С	0.097	F	0.558	7800	(
Bus	From:	SCL Altavista NCL Hurt												
29 Main Street	Town of Altavista (Maint: 15)	0.29 <b>7600</b> N	98%	0%	1%	0%	1%	0%	Ν	0.097	Ν	0.558	7800	ı
5)	To													
Bus	From:	SR 43; Bedford Ave												
Main Street	Town of Altavista (Maint: 15)	0.34 <b>9900 G</b>	98%	0%	1%	0%	1%	0%	F	0.092	F	0.518	10000	(
~	Ta: From:	Pittsylvania Ave												
Bus 29 ( Main Street	Town of Altavista (Maint: 15)	0.30 <b>13000 G</b>	98%	0%	1%	0%	1%	0%	F	0.081	F	0.559	13000	(
29) Main Street	TOWIT OF Altavista (Maint. 13)	0.30 13000 G	90 /0	076	1 /0	0 /6	1 /0	076	-	0.001		0.559	13000	`
Bus	Ta: From:	Amherst Ave												
29 Main Street	Town of Altavista (Maint: 15)	0.49 <b>12000 G</b>	97%	0%	1%	1%	2%	0%	F	0.086	F	0.538	13000	(
~	To	Wood Lane												
Bus	From:								_		_			
Main Street	Town of Altavista (Maint: 15)	0.64 <b>12000 G</b>	97%	0%	1%	1%	2%	0%	С	0.087	F	0.541	13000	(
Bus	To: From:	Lynch Mill Rd												
29 Main Street	Town of Altavista (Maint: 15)	1.36 <b>9600 G</b>	97%	0%	1%	1%	2%	0%	F	0.087	F	0.563	9800	(
23)	т.													
Bus	From:	NCL Altavista												
29)	Campbell County	0.17 <b>9600 G</b>	97%	0%	1%	1%	2%	0%	F	0.087	F	0.563	9800	(
<del>~</del>	То:	US 29, 15-712												
Bus	From:	US 460 South of Lynchbu	ırg											
29 Wards Rd	Campbell County	0.31 <b>29000 G</b>	93%	0%	1%	1%	5%	0%	F	0.075	F	0.559	30000	(
~	To:	SCL Lynchburg			<u> </u>									
Bus Warda Daad	City of Lynnals by year	3 13	000/	007	40/	40/	<b>50</b> /	00/	_	0.070	_	0.544	20000	,
Wards Road	City of Lynchburg	1.64 <b>35000 G</b> US 501; SR 163 Lynchburg Exp		0%	1%	1%	5%	0%	F	0.078	F	0.544	36000	(
Bus	From:	SR 163 Wards Rd	лсьяжау		-+									
29 501 Lynchburg Expressway	City of Lynchburg	0.34 <b>45000</b> N	93%	0%	1%	1%	5%	0%	Ν	0.090	Ν	0.548	46000	١
	Tax													
Bus	From:	Candler Mt Rd												
29 Lynchburg Expressway	City of Lynchburg	1.37 <b>45000 G</b>	93%	0%	1%	1%	5%	0%	F	0.090	F	0.548	46000	C
<u> </u>	To	Odd Fellows Rd												

8

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

Davida	Ende de de la	1	AART	0.1	4T:	D		Tru	ck			K	01/	Dir	A A \ A \ C T	- ^:
Route	Jurisdiction -	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV 
Bus	From:		dd Fellows R		2021	00.		461	<b>F</b> C '	001	-	0.00=	-	0.500	10005	_
29 Lynchburg Expressway	City of Lynchburg	1.46	45000	G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.539	46000	G
Bus	To- From:	ŀ	Kemper Street	t												
29 Lynchburg Expressway	City of Lynchburg	1.02	45000	G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.525	47000	G
<u> </u>	To:		Main Street													
Bus Lynchburg Everency	City of Lynchburg	0.22	34000	G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.549	35000	G
29 Lynchburg Expressway	City of Lynchburg		erst County I		93%	0%	1%	170	5%	0%	Г	0.065	Г	0.549	35000	Ċ
	From:		fax County L													
40) (501) Lusardi Dr	Campbell County	0.09	5200	G	88%	0%	1%	1%	9%	0%	F	0.088	F	0.6	5400	c
40 (501) 2000101 21	Tail				0070	070		170	070	070	•	0.000		0.0	0.00	Ì
40) (501) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	CL Brooknea 5200	N	88%	0%	1%	1%	9%	0%	N	0.088	N	0.6	5400	Ν
40 501 Lusardi Dr	Town of Brookhear (Waint: 13)	0.70			00 /0	070	1 70	1 70	370	076	IN	0.000	14	0.0	3400	
Mickliffe Ave	Town of Procknool (Moint, 15)	0.07	US 501		020/	00/	10/	40/	150/	00/	F	0.000		0.627	2000	
40 Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87	2800	G	83%	0%	1%	1%	15%	0%	г	0.088	F	0.637	2900	(
	From:		CL Brooknea		2001				.=							
40) Wickliffe Ave	Campbell County	1.97	2800	N	83%	0%	1%	1%	15%	0%	N	0.088	Ν	0.637	2900	1
	To: From:		15-605													
40) Wickliffe Ave	Campbell County	2.15	1800	G	83%	0%	1%	1%	15%	0%	F	0.090	F	0.599	1900	(
<u> </u>	To:	Char	lotte County I	Line												
	From		Main Street													
43 Bedford Hwy	Town of Altavista (Maint: 15)	0.49	5200	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.579	5300	(
	To: From:		Myrtle Lane													
43) Bedford Hwy	Town of Altavista (Maint: 15)	0.50	4700	G	97%	1%	1%	0%	1%	0%	F	0.112	F	0.634	4800	(
<u></u>	To- From:		Broad Street													
43) Bedford Hwy	Town of Altavista (Maint: 15)	0.59	4200	G	97%	1%	1%	0%	1%	0%	С	0.125	F	0.572	4300	(
$\subseteq$	To	V	VCL Altavista	a												
43) Bedford Hwy	Campbell County	1.79	3200	G	95%	1%	1%	1%	2%	0%	С	0.087	F	0.525	3200	(
	Too	15-62	8 Bishop Cree	ek Rd												
Bedford Hwy	Campbell County	4.69	860	G	95%	1%	2%	1%	1%	0%	С	0.096	F	0.528	880	(
<del>***</del>	To	1.5	-682 Leesvill													
43) Bedford Hwy	From L Campbell County	1.26	290	G	95%	1%	1%	1%	2%	0%	F	0.18	F	0.844	290	
43) Dodrord Timy	To:		ford County L		0070	170		170	_,0	070	•	0.10		0.011	200	`
	From:		29 Bus Wards													
128 Candler Mt Rd	City of Lynchburg	0.29	18000	G	90%	4%	2%	1%	4%	0%	F	0.088	F	0.567	20000	C
120)	To:		01 Lynchburg													
	From:		RT 501 W													
128 501 Candler Mtn Rd	City of Lynchburg	0.40	35000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	(
	To: From:	TIC 50	RT 501 E	M+ DA												
128 Mayflower Dr	City of Lynchburg	1.30	1 Candlers M 7800	G G	90%	4%	2%	1%	4%	0%	С	0.094	F	0.538	8600	c
128 Mayriowor Di	To:		dd Fellows R		JU /0	<b>寸</b> /0		1 /0	7/0	0 /0	0	0.034	'	0.550	0000	

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

				Trı	ıck			K		Dir		
Jurisdiction	Length <b>AADT QA</b> 4Tir	e Bus	:				QC	Factor	QK	Factor	AAWDT	QV
From:	Odd Fellows Rd					201			_			
City of Lynchburg		6 2%	1%	0%	0%	0%	С	0.102	F	0.681	2200	G
			<u> </u>									
City of Lymphourg			10/	00/	00/	00/	_	0.007	_	0.504	10000	_
City of Lynchburg		0 0%	1%	0%	0%	0%	г	0.087	г	0.504	19000	G
	SR 163 formerly Bus US 29											
To: From:	SR 128 Candler Mtn Rd											
City of Lynchburg		6 0%	1%	0%	0%	0%	F	0.084	F	0.514	26000	G
To:												
City of Lypobburg		/ 00/	10/	00/	00/	00/	_	0.005	_	O 554	24000	F
City of Lynchburg		o U70	170	076	U%	0%	C	0.063	Г	0.554	24000	Г
To:			i									
From:			+									
City of Lynchburg		6 1%	1%	0%	0%	0%	F	NA			11000	
- , , , , , , , , ,												
T												
From:		/ 10/	10/	00/	00/	00/		0.00	_	0.54	12000	F
City of Lynchburg		0 1%	1%	0%	0%	0%	C	0.09	Г	0.54	12000	
	SR 163 formerly Bus US 29											
To: From:	Park Ave											
City of Lynchburg		6 1%	1%	0%	0%	0%	F	0.088	F	0.599	13000	G
	SR 163 formerly Bus US 29											
To	Langhorne Rd											
City of Lynchburg	0.17 <b>14000 G</b> 989	6 1%	1%	0%	0%	0%	F	0.086	F	0.502	16000	G
	SR 163 formerly Bus US 29											
To	· · · · · · · · · · · · · · · · · · ·											
City of Lynchburg		<u> </u>	1%	0%	0%	0%	F	0.086	F	0.534	16000	G
Oity of Eyrichburg		0 170	170	070	070	070	'	0.000	'	0.554	10000	
	<u> </u>											
From:				201	407	00/	_	0.000	_	0.500	45000	
City of Lynchburg		6 0%	1%	0%	1%	0%	F	0.089	F	0.503	15000	G
	SR 163 formerly Bus US 29											
To- From:	Park Ave											
City of Lynchburg	0.38 <b>16000 G</b> 989	6 0%	1%	0%	1%	0%	F	0.082	F	0.513	18000	G
	SR 163 formerly Bus US 29											
To-	Clay St											
City of Lynchbura	*	6 0%	1%	0%	1%	0%	С	0.091	F	0.643	16000	G
- 77	SR 163 formerly Bus US 29						-					_
	SR 163 formerly BUS US 29											
	City of Lynchburg  To:  From:  City of Lynchburg  City of Lynchburg	City of Lynchburg	Durisdiction   Length   AADT   QA   4Tire   Bus	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle	Durisdiction	Jurisdiction	Durisdiction	Durisdiction	Durisdiction	Jurisdiction	Jurisdiction	Jurisdiction

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

		Campbell C	perational Ar	ca											
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus			ck		QC	K	QK	Dir	AAWDT	. O
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~	From:		Lynchburg							_		_			
Lakeside Dr	City of Lynchburg	0.53 <b>2</b> 0	6000 F	98%	0%	1%	0%	1%	0%	С	0.086	F	0.542	29000	
**	To- From:	Lynchbur	rg Expressway												
221 Lakeside Dr	City of Lynchburg	0.94 <b>1</b> 4	4000 F	98%	0%	1%	1%	1%	0%	С	0.088	F	0.619	16000	
<del>~</del>	To:	Forest	t Brook Rd												
221 Lakeside Dr	City of Lynchburg		3000 F	98%	1%	1%	0%	1%	0%	С	0.084	F	0.537	14000	
221)	- y - y														
Valuatida Da	From:		Forest Rd	000/	40/		00/	007	00/	_	0.004	_	0.500	40000	
Lakeside Dr	City of Lynchburg		6000 F	98%	1%	1%	0%	0%	0%	С	0.081	F	0.586	18000	
~	From:		kley Ave teside Dr												
Oakley Ave	City of Lynchburg		9100 F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.532	10000	
Oakley Ave	To:		Memorial Ave	30 /0	1 /0	170	0 70	070	070	C	0.005	'	0.552	10000	
	From:		norial Ave												
Oakley Ave	City of Lynchburg		1000 G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.621	12000	
,	To:	Bus US 4	460 Fort Ave												
Bus	From:	Bus US 46	60 Oakley Ave												
221 ( 460 ) Fort Ave	City of Lynchburg	0.42 <b>1</b> 2	2000 G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	
<del></del>	To:	118-60	29 Fort Ave												
Bus	From:														
21)(460) 12th St	City of Lynchburg	0.25 <b>1</b> 2	2000 N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	
<del>~~~</del>	To: From:	Bus US 501	1 Campbell Ave												
Bus Bus 221 (460 ) 501 (12th Street	City of Lynchburg	0.18 <b>7</b>	7500 F	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8200	
221 (460) (501) 12th Street	To-		mper St	90 /6	1 /0	1 /0	0 /6	1 /0	0 /6	C	0.000		0.303	0200	
Bus Bus	From:		h Street												
221 (460) 501 Kemper St	City of Lynchburg		1000 F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	
221 (400) (301) . (611) 50	To:		nburg Expresswa		.,,	Ť	.,0	. , 0	0,0		0.002	•	0.002	.2000	
	From:	•	County Line												
Lynchburg Hwy	Campbell County		2000 G	87%	1%	1%	2%	9%	0%	F	0.087	F	0.571	23000	
25/16/16/16/16/16/16/16/16/16/16/16/16/16/	- Campbell County			01 70	1 /0	170	270	370	070	'	0.007	'	0.57	20000	
~~	To: From:		US 460												
Lynchburg Hwy	Campbell County	3.91 <b>1</b> 9	9000 G	87%	1%	1%	2%	9%	0%	F	0.095	F	0.609	20000	(
~	To:	15-678	3 Airport Rd			$\neg$ $\vdash$									
Lynchburg Hwy	Campbell County	1.25 <b>3</b> 3	2000 G	87%	1%	1%	2%	9%	0%	F	0.09	F	0.6	33000	
	To	US 29; Bus	US 29 Wards Ro	l											
~~	From:	Bus US	29 Wards Rd												
160 \ 29 \ Lynchburg Hwy	Campbell County	0.14 <b>3</b>	5000 G	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	
~ · ·	To:	SCLI	Lynchburg												
160 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)		5000 G	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	(
23) =,										-		-			
~~	The From:		Mountain Rd	000/	00/		40/	407	00/		0.000		0.046	04000	
160 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 <b>2</b> 9	9000 G	93%	0%	1%	1%	4%	0%	F	0.099	F	0.649	31000	(
~ ~	To: From:	U	JS 501												
460 29 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>2</b> 9	9000 A	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.533	31000	
	То:	US 501 C	Campbell Ave												

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~	From:	US 501 Cam													
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00 <b>270</b> 0		93%	0%	1%	1%	4%	0%	N	0.083	N	0.539	29000	٨
Lamphaum Llung	City of Lymphysm (Mainty 4F)	0.11 <b>270</b> 0		93%	0%	10/	1%	4%	0%	N	0.002	N	0.539	29000	N
Lynchburg Hwy	City of Lynchburg (Maint: 15)			93%	0%	1%	170	4%	0%	IN	0.083	IN	0.539	29000	ľ
460 Lynchburg Hwy	Campbell County	ECL Lyne 1.84 <b>270</b> 0		93%	0%	1%	1%	4%	0%	F	0.083	F	0.539	29000	(
1460 25110110 at 9 1 1117	Ta	15-72		0070	070		170	170	070		0.000		0.000	20000	
460 Lynchburg Hwy	From: L Campbell County	2.82 <b>220</b> 0		93%	0%	1%	1%	4%	0%	F	0.085	F	0.662	23000	C
<del></del>	To-	15-1017 C	ircle Dr												
Lynchburg Hwy	Campbell County	1.21 1800		93%	0%	1%	1%	4%	0%	Ν	0.082	Ν	0.642	19000	١
~	To- From:	15-656 Crew	s Shop Rd												
Lynchburg Hwy	Campbell County	1.42 <b>180</b> 0	00 G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.642	19000	(
~	To: From:	SR 24 Villa													
460 24 Lynchburg Hwy	Campbell County	0.11 1700		93%	0%	1%	1%	4%	0%	N	0.086	N	0.603	18000	1
	From	Appomattox C				<u> </u>									
Bus 460 Timberlake Rd	Campbell County	US 460 West o		98%	0%	0%	0%	1%	0%	С	0.103	Α	0.508	16000	,
+00)	To	15-622 Wate													
Bus Timborlaka Pd	Campbell County	1.24 1600		98%	0%	0%	0%	1%	0%	N	0.103	N	0.508	16000	١
Timberlake Rd	Campbell County			90 /0	076	076	0 /0	1 /0	0 /6	IN	0.103	IN	0.308	10000	1
Bus	From:	15-739 Gree													
Timberlake Rd	Campbell County	0.14 <b>310</b> 0		98%	0%	0%	0%	1%	0%	N	0.088	N	0.578	33000	1
Bus	To: From:	15-1520 La	xton Rd												
Timberlake Rd	Campbell County	0.04 <b>310</b> 0	00 N	98%	0%	0%	0%	1%	0%	Ν	0.088	N	0.578	33000	١
Sus	Tra- From:	WCL Lyn	chburg												
Timberlake Rd	City of Lynchburg	0.62 <b>310</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.578	33000	C
	Too From:	Old Graves	Mill Rd												
460 Timberlake Rd	City of Lynchburg	1.14 <b>270</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.548	28000	C
~ <i>_</i>	Tot	Leesvill	e Rd												
Bus 460 Timberlake Rd	City of Lynchburg	0.37 3300		98%	0%	0%	0%	1%	0%	F	0.092	F	0.561	35000	(
+00)	Tax	US 501 Lynchbur					- 70	. 70	J / 0	•	0.002	•	0.001	23000	
Bus Fort Aug	City of Lymphhyra	•		•	00/	00/	00/	40/	00/	F	0.000	F	0.550	20000	_
Fort Ave	City of Lynchburg	1.15 <b>190</b> 0		98%	0%	0%	0%	1%	0%	٢	0.092	г	0.552	20000	G
Bus	From:	Bus US 29 V													
460 163 Fort Ave	City of Lynchburg	1.19 <b>220</b> 0		98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	24000	F
	To:	SR 163 former		29											

5/12/2006 12

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

						_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		29 Memoria		000/	00/	-00/	00/	40/	00/	_	0.00	_	0.55	00000	_
Fort Ave	City of Lynchburg	0.57	24000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.55	26000	G
Bus	To: From:	US 2	21 Oakley A	Ave												
460 (221) Fort Ave	City of Lynchburg	0.42	12000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.511	13000	G
<b>~~</b>	To: From:	118-	6029 Fort A	Ave												
Bus 460 (221) 12th St	City of Lynchburg	0.25	12000	N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	١
~~	To: From:	Bus US	501 Campbe	ell Ave			$\rightarrow$									
Bus Bus 160 (221 (501 ) 12th Street	City of Lynchburg	0.18	7500	F	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8200	F
(301)	To		Kemper St	-	0070		Ti.		.,,	***						
Bus Bus	From:		12th Street													
60)(221)(501) Kemper St	City of Lynchburg	0.41	11000	F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	
Due Bue	To: From:	Bus US 29 I	Lynchburg E nchburg Exp													
Bus Bus 160 ( 501 ) Kemper St	City of Lynchburg	0.34	12000	F	96%	1%	1%	1%	2%	0%	С	0.093	F	0.604	13000	
160 ( 501) Temper of	To:		ampbell Ave		3070	170		170	270	070	Ü	0.000	•	0.004	10000	
Bus Bus	From:		Kemper St	-												
60 501 Campbell Ave	City of Lynchburg	0.88	19000	G	93%	1%	3%	2%	2%	0%	С	0.095	F	0.631	21000	
us Bus	To- From:	M	layflower Di	r												
60)(501) Campbell Ave	City of Lynchburg	0.48	18000	G	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	
Sus Bus	To- From:	I	Florida Ave				$\Box$ $\vdash$									
60 501 Campbell Ave	City of Lynchburg	0.23	21000	G	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	(
	To:	US 460	0 Richmond	Hwy												
	From:	Halif	ax County L	ine												
(01) (40) Lusardi Dr	Campbell County	0.09	5200	G	88%	0%	1%	1%	9%	0%	F	0.088	F	0.6	5400	(
$\Rightarrow \bigcirc$	To: From:	SC	L Brooknea	al			$\Box$ $\vdash$									
601 (40) Lusardi Dr	Town of Brookneal (Maint: 15)	0.76	5200	N	88%	0%	1%	1%	9%	0%	Ν	0.088	Ν	0.6	5400	
$\sim$	To:	SR 40	) Wickliffe	Ave												
Lynchburg Ave	Town of Brookneal (Maint: 15)	1.52	7200	G	92%	1%	1%	1%	6%	0%	С	0.086	F	0.511	7400	(
<u></u>	To	NC	CL Brooknea	a1												
601 Brookneal Hwy	From: L Campbell County	1.40	7200	N	92%	1%	1%	1%	6%	0%	N	0.086	Ν	0.511	7400	
01),	Tec							.,,								
GO1 Brookneal Hwy	Campbell County	3.48	Phelps Cree 4700	ek Rd G	92%	1%	1%	1%	6%	0%	F	0.077	F	0.524	4800	
01 Brookilear Liwy	Campbell County				92 /0	1 /0	1 /0	1 /0	070	076		0.077	-	0.524	4000	,
~ Produced Harry	From:		17 Railview		000/	40/		40/	00/	00/		0.000	_	0.500	5000	
Brookneal Hwy	Campbell County	4.79	5100	G	92%	1%	1%	1%	6%	0%	F	0.083	F	0.568	5200	(
~~	To: From:		l Long Islan		•											
Brookneal Hwy	Campbell County	8.33	6100	G	92%	1%	1%	1%	6%	0%	F	0.084	F	0.668	6200	
~	To: From:	SR 24	W, Colonial	l Hwy			$\Box$ $\vdash$									
601 24 Campbell Hwy	Campbell County	0.92	9800	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.537	10000	(
	To:	SR 24	E, Village l	Hwy												

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~	From:	SR 24 E, Villa													
Campbell Hwy	Campbell County	4.15 <b>8600</b>	Α	97%	0%	1%	0%	2%	0%	С	0.113	Α	0.658	9500	F
~~	To- From:	15-670 Sunnym													
Campbell Hwy	Campbell County	2.82 <b>9400</b>	G	97%	0%	1%	0%	2%	0%	F	0.102	F	0.677	9600	(
	To: From:	SCL Lynch	ourg												
Campbell Ave	City of Lynchburg	0.99 <b>12000</b>	G	97%	0%	1%	0%	2%	0%	F	0.098	F	0.677	13000	
~	To	US 460													
501 (460) (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>29000</b>	Α	93%	0%	1%	1%	4%	0%	С	0.118	Α	0.533	31000	
	To:	US 501													
~~	From:	US 460		000/	40/		407	00/	00/	_	0.000	_	0.540	00000	
501	City of Lynchburg	0.59 <b>26000</b>	G	96%	1%	1%	1%	2%	0%	F	0.090	F	0.546	29000	
	To- From:	SR 128 Mayflo													
(128) Candler Mtn Rd	City of Lynchburg	0.40 <b>35000</b>		96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	
Pura Pura	To: From:	US 29 Lynchburg I US 29 LYNCHB		У											
Bus 501 (29) Lynchburg Expressway	City of Lynchburg	0.34 <b>45000</b>		93%	0%	1%	1%	5%	0%	N	0.090	Ν	0.548	46000	
29) =,				0070	0,0		. 70	0,0	0,0	•	0.000		0.0.0	.0000	
Lumphhuma Funranguay	City of Lynchburg	WARDS RD 1.51 <b>40000</b>		96%	1%	1%	1%	2%	0%	С	0.090	F	0.500	44000	
01 Lynchburg Expressway	City of Lynchburg	1.51 40000	Г	96%	1%	1%	170	2%	0%	C	0.090	Г	0.509	44000	
~	From	Timberlake		2221	401							_			
01 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>40000</b>	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.539	44000	
~	To- From	Graves Mil	Rd												
Con Lynchburg Expressway	City of Lynchburg	1.24 <b>31000</b>	F	96%	0%	1%	1%	2%	0%	С	0.088	F	0.505	34000	
~ <u></u>	To: From:	Lakeside 1	Dr												
Lynchburg Expressway	City of Lynchburg	1.54 <b>13000</b>	G	96%	0%	1%	1%	2%	0%	С	0.087	F	0.554	15000	
<del>``</del>	To	Wiggington	Rd												
Lynchburg Expressway	City of Lynchburg	1.86 13000		96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	14000	
	To:	Boonsboro	Rd												
~	From:	Lynchburg Exp													
Boonsboro Rd	City of Lynchburg	1.80 <b>8900</b>	G	96%	0%	1%	0%	2%	0%	С	0.095	F	0.608	9800	
~	10:	WCL Lynch	burg			<u> </u>									
Bus Bus	From:	US 460													
601 460 Campbell Ave	City of Lynchburg	0.23 <b>21000</b>	G	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	
Bus Bus	To- From:	Florida A	ve												
01 (460) Campbell Ave	City of Lynchburg	0.48 <b>18000</b>	G	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	
01)(400)	To														
Bus Bus	From:	Mayflower												,	
(460) Campbell Ave	City of Lynchburg	0.88 <b>19000</b>		93%	1%	3%	2%	2%	0%	С	0.095	F	0.631	21000	
Dur Bur	To-	Kemper S													
Bus Bus Kompor St	City of Lynchburg	0.34 Campbell A		96%	1%	1%	10/	20/	09/	С	0.093	F	0.604	13000	
601 (460) Kemper St	City of Lynchburg	0.34 12000	Г	90%	170	170	1%	2%	0%	C	0.093	г	0.004	13000	

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Operational Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		US 221													
501 (221) (460) Kemper St	City of Lynchburg	0.41	11000	F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.602	12000	F
<del></del>	To:		TH STREE													
Bus Bus 12th Street	City of Lynabhura	0.18	6027; 118-6 <b>7500</b>	031 <b>F</b>	96%	1%	1%	0%	1%	0%	С	0.086	F	0.565	8200	F
501 221 460 12th Street	City of Lynchburg			-	90%	170	170	0%	170	0%	C	0.066	Г	0.505	8200	Г
Bus	To- From:		FORT AVE													
Campbell Ave	City of Lynchburg	0.23	9200	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.733	10000	C
<u>~</u>	To: From:		Park Ave				<u> </u>									
Bus 501 Langhorne Rd	City of Lynchburg	0.27	10000	F	97%	1%	1%	0%	0%	0%	С	0.083	F	0.527	11000	F
501)	To		Iemorial Av													
Bus	From:															
501 Langhorne Rd	City of Lynchburg	0.29	18000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	20000	(
Pue	To- From:		Murrell Rd													
Bus 501 Canghorne Rd	City of Lynchburg	1.06	14000	G	98%	1%	1%	0%	0%	0%	С	0.09	F	0.526	15000	(
301)	The state of the s							-,-	-,-		_		-			
Bus	From:		Hill St													
501 Langhorne Rd	City of Lynchburg	0.47	11000	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.703	12000	I
Pure.	To: From:	1	Cranehill Dr													
Bus 501 Langhorne Rd	City of Lynchburg	1.37	8600	G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.666	9400	(
501) ====9.15.15	To:		ermont Terr				Ť	-,-	-,-		_		•			
Bus	From:	Ι	anghorne Ro	d												
Rivermont Terrace	City of Lynchburg	0.25	6100	G	99%	1%	0%	0%	0%	0%	F	0.097	F	0.726	6700	(
~	To- From:		ivermont Av													
Bus 501 Rivermont Ave	City of Lynchburg	0.44	17000	ace G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	18000	(
501 Kivermont Ave	City of Lynchburg	0.44		<u> </u>	9976	U70	U70	0%	076	0%	Г	0.091	Г	0.303	10000	•
Bus	To- From:		Link Rd													
Boonsboro Rd	City of Lynchburg	0.76	14000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.585	15000	(
~	To: From:	Ti	rents Ferry R	Rd			_									
Bus 501 Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.558	14000	(
301) 233.3330.01.44	To:		burg Expres		3070	0,0		0 / 0	0,0	0,0	•	5.555	•	5.000	1 1000	`

					Ca	mpbell Op	perationa	l Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1			Dea	d End				-					
(F625)	0.40	NA									NA			NA		
		To			SR	43 WINDY		ROAD								
<u></u>	0.16	NA From:				15-	-1332				NA			NA		
(F626)	0.10	To				SF	R 43							IVA		
		From				Dea	d End									
(F793)	0.10	<b>NA</b>				***					NA			NA		
Ct4		10.				US	S 460									
City of Lynchburg		From				Dea	d End									
F794)	1.16	NA To:				15	027				NA			NA		
		From	1				-837									
F864	0.12	NA				Dea	d End				NA			NA		
		To			1	18-6033 Bro	wn Haven	Lane								
<u> </u>		From				US 29	; 15-758									
F <sub>905</sub> Memo Rd	0.20	<b>NA</b>				Dea	ıd End				NA T			NA		
		From	1				d End				1					
(F906)	0.40	NA				200	u Diu				NA			NA		
$\bigcup$		To		1	18-6035	RAMP FR U	US 460 BY	P ENT	ΓOL							
$\bigcirc$	0.70	From				Dea	d End							NIA		
(F907)	0.78	NA To:				FR	2-906				NA			NA		
Campbell County																
	0.44	From				FR-975 FR	L-974 FR-9	75								
F974 Martin Dr	0.14	NA To:				Bus US 4	160; 15-624	1			NA			NA		
City of Lynchburg						Duo OD .	.00, 12 02				•					
		From:				Dea	d End				<u> </u>					
(F975)	0.46	NA To:				Dea	d End				NA			NA		
Campbell County			L			Вси	u Diu									
		From				Dea	d End				<u> </u>					
F976 Training Center Rd	0.38	NA To:				15-678	3; 15-885				NA T			NA		
		From	l				0, SR 24				<u> </u>					
(608) Stonewall Rd	0.19	2100	F	92%	1%	3%	3%	2%	0%	С	0.093	F	0.578	2100	F	2005
(IB)		To				Appomattox	x County L	ine								
609) Phoebe Pond Rd	0.11	380	R			SR 24 Vi	illage Hwy	,			NA			NA		05/11/20
Phoebe Pond Rd	0.11	300				0.5	710				INA			INA		05/11/20
609) Phoebe Pond Rd	0.05	350 From:	R			06-	-718				NA			NA		05/11/20
609 Phoebe Pond Rd		To				Campbell	County Lir	ne								
609) Stage Rd	1.70	470	R			US 460 Ric	chmond Hy	vy			NA			NA		04/20/20
(609) Stage Rd	1.70	To:	Ë			06-608 St	tonewall Re	d						INA		04/20/20
Ctore Dd	1.10	From	NI.	770/		Appomattox			00/	NI	0.007	NI	0.510	070	NI	2005
609 Stage Rd	1.10	850	N	77%	2% Ca	1% impbell Cour	19% nty Line; 0	1% 6-607	0%	N	0.097	N	0.512	870	N	2005
		From			30		illage Hwy				i					
718	0.20	390	R							•	NA			NA		04/08/20
<u> </u>		To				06-609 Pho										
(741) Station Lane	0.13	80	R			SR 24 Vi	illage Hwy	,			NA			NA		04/08/20
(741) Station Lane	0.10	To				C 1 11	County Lir				—i^			1 1/7		0-7/00/20

							al Area								
Length	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:				Camphe	11 County I	ine			1					
0.11	40	R			Сатрос	ii County L	inc			NA			NA		04/28/2004
	To				Cı	ıl-de-Sac									
2 20	From:		069/	00/				00/		0.11	_	0.550	270	_	2005
2.30	2/0		90%	0%				0%	Г	0.11	Г	0.559	270	G	2005
1.81	320 From:	R			15-619 P	atrick Henr	y Dr			NA			NA		08/17/2004
	To:				SR 40 N	, Wickliffe	Ave								00/11/200
1 07		_	060/	00/			10/	00/		0.007	_	0.544	060	_	2005
1.07	930 To:		90 /0	0 /6				0 /0		0.097	-	0.544	900	G	2005
2.17	610 From:	G	96%	0%				0%	F	0.104	F	0.535	630	G	2005
	Too	_		• , •					-		-				
3.41	450 From:	G	96%	0%	2%	1%	1%	0%	F	0.097	F	0.553	460	G	2005
	To	-			15-601 J	uniper Cliff	Rd								
0.78	530	G	96%	0%	2%	1%	1%	0%	F	0.091	F	0.571	550	G	2005
	To: From:				Charlott	e County L	ine								
1.20	590	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.575	610	G	2005
	101	]				19-615									
	From:				1	US 501									
0.84	340	G	97%	2%	1%	0%	0%	0%	С	0.106	F	0.513	350	G	2005
	To:				NCL	Brookneal									
	From:				NCI	Ducolmool									
1.00	340	N	97%	2%	1%	0%	0%	0%	N	0.106	N	0.513	350	N	2005
	To:	:		15			idge Rd								
9 24		R			15-	605 EAST				NΔ			NΔ		07/17/2001
0.24	To:	· · ·				15-600				<b>—</b>			14/1		01/11/2001
	From:				D	ead End									
1.00	270	R								NA			NA		07/17/2001
3.00		L				15-646				NΔ			ΝΔ		07/09/2001
3.00	To:				06-6	04; 06-649							IVA		01/03/200
	From:					15-651									
5.00	120	R								NA			NA		07/09/2001
	To: From:					15-731									
0.40		R								NA			NA		08/10/2004
		l													
3.58		R			15-6	33 WEST				NA			NA		08/31/2004
0.00	To					15 017									00/01/200
0.54	550 From:	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.536	570	G	2005
	To				1	US 501				_					
2.87	1100	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.729	1100	G	2005
	To- From:				15-6	501 WEST									
2.34	1100	G	97%	0%	1%	1%	1%	0%	С	0.112	F	0.625	1100	G	2005
	To:														
7 68						15-615				NΔ			NΙΔ		07/09/2001
1.00	To				Appomat	tox County	Line						11/7		01/03/2001
	From:	1													
															07/00/000
1.00	<b>30</b>	R				ME 15-701				NA			NA		07/28/2004
	0.11 2.30 1.81 1.87 2.17 3.41 0.78 1.20 0.84 1.00 9.24 1.00 3.00 5.00 0.40 3.58 0.54 2.87	0.11       40         2.30       270         1.81       320         1.87       930         2.17       610         3.41       450         1.20       590         1.00       340         1.00       340         1.00       270         1.00       510         1.00       510         5.00       120         5.00       120         6.04       40         7.68       700         7.68       700         7.68       700	0.11	0.11	1.81	Campbe	AADT   QA   4Tire   Bus   2Axle   3+Axle	1.0.11	Campbel   County   Campbel   C	Campbell County Line	Campbel   Cambbel   Campbel   Cambbel   Campbel   Cambbel   Campbel   Campbel   Cambbel   Camb	Campbell County Line   Campbell County Line	Campbell County Line	Campbell   Campbell	Control   Cont

					Ca	mpbell (	Operation	al Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:				1.00	ME 15-701	l			i					
(607) Elliott Rd	0.40	180	R								NA			NA		07/10/2001
$\bigcirc$		To- From:					01 NORTH									
(607) Winfall Rd	3.00	350	R			USS	501 SOUTH	1			NA			NA		07/10/2001
(607)	0.00	To:	Ë				15-615									0.7.07200
		From:					15-726									
609	0.91	1600	G	83%	3%	4%	7% 15-659	3%	0%	F	0.108	F	0.576	1600	G	2005
609	3.25	1300 To:	G	83%	3%	4%	7% 06-607	3%	0%	С	0.087	F	0.684	1300	G	2005
		From:					15-609				ì					
(610) Spencer Rd	0.30	350	R				13-007				NA			NA		05/30/2001
0.00		To:				Appomat	tox County	Line								
		From:					15-609									
(611) Paradise Hill Rd	0.50	610	R								NA			NA		05/30/2001
		To	1				tox County	Line								
<u> </u>	4.00	From:					15-633				<u>ا</u>			NIA		00/4 4/0004
612 Ebenezer Rd	1.90	400 To:	R				15-917				NA			NA		08/14/2001
		From	1								1					
(613) Jennings Rd	0.56	110	R			L	Dead End				NA			NA		08/24/2004
(013) ************************************		To				0.56	/IN Dead E	4								
(613) Jennings Rd	0.59	150 From:	R			0.56 N	IN Dead E	na			NA			NA		08/24/2004
(013) commigation		To:					15-633									
		From:	:			15-0	635 WEST									
(614) McIver Ferry Rd	2.80	60	R								NA			NA		08/14/2001
		To:				15-	633 EAST									
<u> </u>		From:					SR 24								_	
(615) Red House Rd	3.36	3900	G	98%	0%	0%	1%	0%	0%	С	0.099	F	0.641	4000	G	2005
(615) Red House Rd	1.83	From:	G	98%	0%	0%	15-606 1%	0%	0%	F	0.102	F	0.680	2100	G	2005
(615) Red House Rd	1.03	2000		90%	0%			076	0%	Г	0.102	г	0.000	2100	G	2003
O Dad Hayes Dd	0.47	From:	G	000/	00/		15-607	00/	00/	F	0.000		0.711	1200		2005
615) Red House Rd	2.17	1200		98%	0%	0%	1%	0%	0%	Г	0.099	F	0.711	1300	G	2005
O Dad Hausa Dd	2.70	From:		000/	00/	00/	15-651	00/	00/		0111		0.722	060		2005
615) Red House Rd	2.70	930	G	98%	0%	0%	1%	0%	0%	F	0.114	F	0.733	960	G	2005
Pod House Pd	F 04	From:	<u> </u>	000/	00/		648 EAST	00/	00/		0.007		0.600	990		2005
(615) Red House Rd	5.04	860	G	98%	0%	0%	1%	0%	0%	F	0.097	F	0.609	880	G	2005
O Dad Hayes Dd	2.47	From:	<u> </u>	000/	00/		15-834	00/	00/		0.004		0.572	470		2005
615) Red House Rd	3.17	460 To:	G	98%	0%	0% Charlot	1% te County I	0%	0%	F	0.094	F	0.573	470	G	2005
		From:					15-600	лис			<u>l</u>					
(616) Wydner Rd	0.40	80	R				15-600				NA			NA		08/10/2004
(010) 11 / 41101 114	00	To:	Ė			Charlot	te County L	ine								00/10/2001
		From:				Г	Dead End									
(617) Deer Path	0.35	210	R								NA			NA		08/22/2001
$\overline{}$		To:					15-690									
		From:				Charlot	te County I	ine								
618)	0.20	190	R								NA			NA		08/17/2004
		To- From:					15-749									
618)	0.20	190	R							· <u> </u>	NA			NA		1998
		To-					15-822									
618)	0.90	270	R								NA			NA		08/17/2004
$\overline{}$		To:				15-6	600 SOUTH	[								

Route	l enath	AADT	QA	4Tire	Bus		peration Tru			QC	K	QK	Dir	AAWDT	OW	Year
Campbell County	Lengui	מאט	<b>≪</b> ∧	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΙ	Factor	77. N. D. I	Q V V	i Gai
O a	4.07	From	Ļ			15-60	0 NORTH									00/47/000
618) Crosby Rd	1.27	280 To	R			15-60	1 SOUTH				NA T			NA		08/17/2004
$\sim$		From					1 NORTH									
618) Irvindale Rd	1.58	330	R								NA			NA		07/17/2001
<u> </u>		From				1	5-645				<u> </u>					
618) Irvindale Rd	0.88	230 To	R			1	5-643				NA			NA		07/17/2001
		From	! :				5-600									
619) Patrick Henry Dr	0.50	360	G	96%	2%	1%	1%	0%	0%	С	0.088	F	0.514	370	G	2005
		To				Charlotte	County L	ine								
$\widehat{}$		From				De	ad End									
621) Oak Grove Dr	0.27	200 <sub>To</sub>	R				£ 720				NA —			NA		08/27/200
		From	<u>                                       </u>				5-738									
(622) Waterlick Rd	1.12	12000	G	98%	0%	1%	County Li 1%	0%	0%	F	0.097	F	0.543	14000	G	2005
022) 11 atomor 1 to		To		0070	0,0		5-1520	0,0		-			0.0.0			2000
(622) Waterlick Rd	0.27	13000	G	98%	0%	1%	1%	0%	0%	С	0.092	F	0.522	14000	G	2005
022)		To	_				US 460									
(622) Waterlick Rd	0.93	9900 From	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.546	11000	G	2005
		To				1	5-682									
(622) Waterlick Rd	2.24	4600 From	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.625	5100	G	2005
		To					I, Lawyers									
622) Lynbrook Rd	0.08	2800	G	98%	0%	15-683 1%	Lawyers R 0%	.d 0%	0%	F	0.105	F	0.604	3100	G	2005
(622) Lynbrook Rd	0.00	2000		90 /0	070				076		0.103	-	0.004	3100	G	2003
622) Lynbrook Rd	2.45	2500 From	G	98%	0%	1%	ME 15-683 0%	0%	0%	С	0.1	F	0.598	2500	G	2005
(622) Lynbrook Rd	2.40	To	Ť	3070	070		N, Wards R		070		٦	•	0.000	2000	Ü	2000
O		From					S, Wards R									
(622) Leland Rd	0.21	1100 <sub>To</sub>	G	98%	0%	1%	0%	0%	0%	F	0.120	F	0.757	1100	G	2005
		From					nglish Tav nglish Tav									
(622) Depot Rd	3.78	700	G	98%	0%	1%	0%	0%	0%	F	0.116	F	0.642	720	G	2005
$\bigcirc$		To			US	S 501, SR	24 Campbe	ll Hwy								
Taura Fada Dd	4.70	From	<u> </u>	000/	40/		5-682	00/	00/		0.400	_	0.505	540	0	2005
(623) Town Fork Rd	1.70	500	G	98%	1%	0%	0%	0%	0%	С	0.108	F	0.535	510	G	2005
Tours Fork Dd	1.00	From		98%	40/		5-625	00/	00/		0.005	_	0.6	900		2005
(623) Town Fork Rd	1.20	780 To	G	98%	1%	0% 15-8	0% 58 EAST	0%	0%	F	0.095	F	0.6	800	G	2005
		From					58 WEST									
(623) Turkey Foot Rd	0.20	840	R								NA			NA		08/14/2001
<u> </u>		To From				J	IS 460									
623) Turkey Foot Rd	0.90	1900 <sub>To</sub>	R			D 16 1	C T.				NA			NA		08/14/2001
		From	!				County Li	ne								
(624) Timberlake Dr	1.43	1000	R			De	ead End				NA			NA		09/09/2004
624) Timboriano Bi	1.10	To				1.	1.650									00/00/200
(624) Timberlake Dr	0.05	2100 From	R			1.	5-1650				NA			NA		09/09/2004
024						1	5-829							•		
(624) Timberlake Dr	0.27	280 From	R			1	J-047				NA			NA		09/09/2004
02-7	-	To	_			15 99	9 NORTH									
(624) Timberlake Dr	0.21	370 From	R			13-00	ZINOKIA				NA			NA		09/09/2004
		To				15-88	9 SOUTH									
(624) Timberlake Dr	0.34	570 From	R			15-00					NA			NA		09/09/2004
		То				Bus	US 460									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	i			Redford	County L	ine			-					
625) Austin Mill Rd	1.80	370	R			Dealora	County L	inc			NA			NA		09/09/200
		To				1:	5-623									
<u> </u>		From				Bedford	County L	ine								
626 Johnson Mountain Rd	3.00	760	R			15 (0)	NODTI	,			NA			NA		07/16/200
		From	-				2 NORTH 2 SOUTH				+					
626	3.87	1500	G	96%	0%	2%	0%	1%	0%	С	0.104	F	0.632	1500	G	2005
		To:				1:	5-714									
626	0.76	980	R								NA			NA		07/18/200
<u> </u>		To: From:					12 WEST 12 EAST									
626) Lynch Rd	1.20	1000	R			13-7	12 EAS1				NA			NA		07/18/200
020)		To				NCL	Altavista									
		From				1:	5-695									
627) Tucker Rd	0.70	90	R								NA			NA		07/16/200
<u> </u>		To: From:					2 WEST									
627) Wileman Rd	3.00	540	R			13-00	82 EAST				NA			NA		07/24/200
021)		To					SR 43									
627)	0.10	30 From:	R				N 43				NA			NA		07/24/200
021)		To				1:	5-712									
		From	-			Bedford	County L	ine								
628) Bishop Creek Rd	0.97	1300	G	92%	1%	2%	1%	5%	0%	F	0.09	F	0.611	1300	G	2005
$\bigcup$		To:				1:	5-682				_					
628) Bishop Creek Rd	3.17	1300	G	92%	1%	2%	1%	5%	0%	С	0.09	F	0.534	1400	G	2005
<u> </u>		To				S	SR 43									
O 5		From	<u> </u>			De	ad End									00/00/00
629 Hone Rd	0.18	30 To:	R			1.	5-699				NA			NA		08/20/200
		From														
630) Chellis Ford Rd	2.10	810	R			Bediord	County L	ine			NA			NA		07/16/200
630) 6.16.116 1 6.16 1 1.16		To:	m			S	SR 43				Ti.					0.7.0720
		From				De	ad End									
631) Mt Airy Rd	0.50	40	R								NA			NA		07/16/200
$\bigcirc$		To:				1:	5-716									
631) Mt Airy Rd	1.35	160	R								NA			NA		07/16/200
		To				Bedford	County L	ine								
$\sim$		From				Bedford	County L	ine								
632) Stony Creek Rd	0.97	<b>70</b>	R								NA			NA		07/16/200
							5-631									
633) Goat Island Rd	2.82	320	R			1:	5-705				 NA			NA		08/20/200
(633) Goat Island Rd	2.02	320 To:				15-76	1 NORTH	ſ						INA		06/20/200
		From					1 SOUTH									
633) Epsons Rd	3.31	170	G	98%	1%	0%	0%	0%	0%	F	0.104	F	0.59	180	G	2005
$\sim$		To: From:					35 WEST									
633) Epsons Rd	1.31	240	G	98%	1%	0%	0%	0%	0%	F	0.118	F	0.525	250	G	2005
$\frac{\circ}{\circ}$		To: From:					5-605									
633) Epsons Rd	1.56	190	G	98%	1%	0%	0%	0%	0%	F	0.117	F	0.549	190	G	2005
<u> </u>		To:					14 EAST				$\exists$ $\vdash$					
633) Epsons Rd	1.59	280	G	98%	1%	0%	0%	0%	0%	F	0.131	F	0.618	290	G	2005
<u> </u>		To: From:					5-613									
633) Epsons Rd	0.42	510	G	98%	1%	0%	0%	0%	0%	С	0.109	F	0.508	520	G	2005
$\overline{}$		To				U	S 501									

					Ca	mpbell (	Operation	nal Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		-									1					
(633) Phelps Creek Rd	1.43	210	R				US 501				 NA			NA		08/20/2001
633) Thorps Greek Rd	1.40	To					15-605							147.0		00/20/200
		From:				D	Dead End									
634) Fawn Lane	0.55	40	R								NA			NA		08/29/2001
<u> </u>		To: From:					15-664									
(634) Massies Rd	0.06	80 To:	R				N - 4 F - 4				NA			NA		09/21/2004
		From:	1				Dead End									
(635) Melrose Rd	1.28	46	R			L	Dead End				NA			NA		08/24/2004
(033)		To					15-614									
(635) McIver Ferry Rd	0.60	110 From:	R				13-014				NA			NA		08/14/2001
		To					33 SOUTH									
(635) Collins Ferry Rd	6.80	220	R			15-6	33 NORTH	I			 NA			NA		08/14/2001
(635) Collins Ferry Rd	0.00	To:				15-7	61 SOUTH	ł						INA		00/14/200
O = -		From				15-7	61 NORTH	I								
635) Flynn St	0.44	980 To:	G	91%	5%	1%	1%	2%	0%	С	0.107	F	0.609	1000	G	2005
		From:	l				US 501									
(636) William Campbell Dr	0.51	190	R				15-605				NA			NA		08/14/2001
(636) William Campbell Dr	0.01	To:					15-917				<b>–</b> "``					00/1 1/200
		From					15-761									
(637) Whitehall Rd	2.10	130	R								NA			NA		08/14/2001
$\bigcirc$		To					15-635									
O 5 5:		From	<u> </u>				15-761									22/22/22
638) Peak Place	0.10	110 To:	R				15-633				NA			NA		08/20/2001
		From									_					
(639) Gilliam Rd	1.00	130	R			L	Dead End				NA			NA		09/21/2004
(039)		To					15-600									
		From				Pittsylva	nia County	Line								
(640) Mansion Bridge Rd	1.81	670	R								NA			NA		08/27/2001
		To					15-712									
Folgon Pd	2.00	From:	R				15-605				NA			NA		07/17/2004
641) Falcon Rd	2.00	110 To:					15-643							INA		07/17/2001
		From:					Dead End									
642) Down Creek Rd	1.10	90	R			L	read End				NA			NA		07/17/2001
		To	:				15-643									
		From					15-917									
(643) Carver Lane	0.17	530	R								NA			NA		08/31/2004
<u> </u>		To: From:					US 501									
643 Lewis Ford Rd	4.43	380	G	96%	1%	1%	0%	1%	0%	С	0.105	F	0.5	400	G	2005
<u> </u>		To:					15-618				$\Box$					
643 Lewis Ford Rd	3.90	280 To:	G	96%	1%	1%	0%	1%	0%	F	0.102	F	0.579	290	G	2005
		From	<u> </u>				15-615									
(645) Hurt Rd	1.39	40	R				15-618				NA			NA		08/10/2004
043)		To:				1 20	ME 15 619	2								
(645) Hurt Rd	1.01	47 From:	R			1.59	ME 15-618				NA			NA		08/10/2004
<u>0</u>		To				15-601 J	Juniper Clif	f Rd						•		
		From				15-601 J	Juniper Clif	f Rd								
(646) Morris Church Rd	3.18	260	R								NA			NA		08/10/2004
$\overline{}$		To		. <u></u>			15-615									

					Ca	пирреп с	operatio	nai Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	1				15 (15									
646) Spring Mill Rd	3.93	310	G	99%	0%	0%	15-615 0%	0%	0%	F	0.11	F	0.629	320	G	2005
040) 971119		To					06-604									
(646) Spring Mill Rd	0.39	440 From:	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.643	460	G	2005
		To:	-				06-606									
(646) Spring Mill Rd	7.55	880	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.674	910	G	2005
<u> </u>		To: From:					SR 24									
(646) Doss Rd	2.03	1700	G	99%	0%	0%	0%	0%	0%	С	0.1	F	0.744	1700	G	2005
		From:	<u> </u>				15-656									
647) Doss Rd	0.28	320	R			D	ead End				NA			NA		08/14/200
047) = 333 113		To				Bu	ıs US 460									
		From					15-643									
(648) Suck Creek Rd	5.59	580	R								NA			NA		08/14/200
0		To: From:					15-652									
(648) Suck Creek Rd	0.80	270 To:	G	86%	0%	1%	0%	13%	0%	С	0.118	F	0.516	280	G	2005
		From					15 SOUT 15 NORT									
(648) Nowlins Mill Rd	6.03	140	R								NA			NA		07/09/200
<u> </u>		To	1				15-646									
$\bigcirc$	1 10	From	<u> </u>				15-603							NΙΔ		07/00/200
(649)	1.10	80 To:	R				06-649				NA			NA		07/09/200
		From	:				Brookneal	Hwv								
(650) Mollies Creek Rd	6.75	390	R			00001	<u> </u>	11117			NA			NA		07/10/200
		To				15-615	Red House	e Rd								
O 2 0 121		From:					15-650				Ц.,					
(651) Bear Creek Rd	7.39	220	R								NA			NA		07/10/200
Poor Crook Dd	4.50	From:	<u> </u>				15-606							NΙΔ		07/40/200
(651) Bear Creek Rd	4.59	350 To:	R				SR 24				NA T			NA		07/10/200
		From	:				35 Flynn S	St								
(652) Morningside Drive	0.05	40	R								NA			NA		08/14/200
		To: From:		* 1	C 501 D		Long Islan		101							
(652) Pigeon Run Rd	3.30	470	G	94%	0%	ookneal H	1%	1 Long Isl 3%	and Rd 0%	С	0.089	F	0.605	480	G	2005
(632) 1 (godin rtain rta	0.00	To	<u> </u>	0170	070		Bear Creel		070			•	0.000	100		2000
(652) Pigeon Run Rd	2.90	220 From:	G	94%	0%	1%	1%	3%	0%	F	0.096	F	0.674	230	G	2005
		To					Suck Cree									
		From:					15-761									
(653) School Rd	0.20	420 To:	R								NA			NA		07/28/2004
		From					ead End									
(654) Marshall Mill Rd	2.50	130	R				US 501				NA			NA		07/10/200
(654) Maronali Mili ra	2.00	To:					15-650									017107200
		From				US 5	01 NORT	Н								
(655) Rocky Rd	3.20	230	R								NA			NA		08/24/2004
$\overline{}$		To	1				01 SOUT	Н								
Dlum Branch Dd	4 74	From:	L				15-606				NIA			NIA.		07/20/202
656) Plum Branch Rd	4.71	310	R								NA —			NA		07/28/200
OFO Crows Shop Pd	2.25	From:	<u> </u>	98%	00/	0%	SR 24	Λ0/.	00/	С	0 112	F	0 691	1100	G	2005
(656) Crews Shop Rd	2.25	1000	G	3070	0%		1%	0%	0%	<u> </u>	0.112	Г	0.681	1100	G	2005
		From	<b>L</b>				15-646									
(656) Crews Shop Rd	0.10	2900	G	98%	0%	0%	1%	0%	0%	F	0.100	F	0.720	3000	G	2005

					Ca	mpbell Operation									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC I	K actor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	ī			Dead End				1					
(657) Booth Rd	2.39	90	R			Doud End				NA			NA		07/09/200
		To				15-646									
O =		From:				15-656				J					
658 Toll Gate Rd	2.50	230 To:	R			15.646				NA			NA		07/28/200
		From:	<u> </u>			15-646				1					
659) Cabin Field Rd	1.54	300	R			US 460				 NA			NA		05/30/200
659 Cabii i icid i ku	1.54	To:	<u> </u>			15-609				Τ̈́			INA		03/30/200
		From:				ECL Lynchbur	·g								
660	1.90	450	R				0			NA			NA		07/28/200
		To: From:				1.90 ME of EC	L			٦					
660	4.57	920 From:	R							NA			NA		07/28/200
		To:				SR 24									
		From:				Dead End				_					
661) Cross Roads Lane	0.48	310	R							NA			NA		08/20/200
<u> </u>		To:				SR 24									
04.15	0.00	From:	<u> </u>			15-660									05/00/000
662 Oxford Furnace Rd	2.08	640 To:	R			US 460				NA			NA		05/30/200
		From:	l												
663) Bethany Rd	6.69	430	R			15-615				J NA			NA		07/09/200
663) Bethany Rd	0.00	To:	<u> </u>			15-606 WEST	•			Τ΄.			14/1		017007200
		From:				15-606 EAST									
663) Tweedy Rd	1.20	30	R							NA			NA		08/10/200
<u> </u>		To:				15-648									
Old Burdham Bd	4.00	From:	<u> </u>	000/	40/	15-677	00/	00/			_	0.550	700	0	0005
664) Old Rustburg Rd	1.29	700 To:	G	98%	1%	1% 0% US 501	0%	0%	С	0.112	F	0.556	760	G	2005
		From:	l							1					
(665) Wolf Pitt Rd	0.64	1600	R			US 501				J NA			NA		07/28/200
003) 1101 11.11	0.0.	To:				15-660				j					0.7207200
		From:				15-660									
666) Steeple Run	0.35	90	R							NA			NA		08/27/200
		To:				Dead End									
		From:				US 501									
667) Stevens Rd	1.17	230	R							NA			NA		08/27/200
<u> </u>		To:				Dead End									
Cller Dr	0.05	From:	ᄂ			Dead End							NIA		00/00/000
668) Ellen Dr	0.35	200 To:	R			15-682				NA T			NA		08/22/200
		From:	l			15-680				1					
669) Dodson Dr	1.43	210	R			13-060				NA			NA		09/14/2004
(609) 2 5 4 5 5 1		To				15-670 WEST	•			i"					00/ : 1/200
<u> </u>		From:				15-670 EAST									
669 Lone Jack Rd	1.78	310	R							NA			NA		09/14/200
<u> </u>		From:				1.78 M FRM 15-	670			]—					
669 Lone Jack Rd	1.01	440	R			15.551				NA			NA		09/14/200
_			!			15-664				<del>_</del>					
670) Candlers Mountain Rd	2.00	3100	G	99%	0%	SCL Lynchbur	g 1%	0%	С	 0.154	F	0.721	3400	G	2005
670 Candlers Mountain Rd	2.00	J I U U		JJ /0		15-677 E, Sunnymea		U /0	U	0.154	Г	0.721	3400	G	2000
		From:				15-677 EAST									
670) Sunnymeade Rd	2.82	1200	G	99%	0%	0% 0%	1%	0%	F	0.125	F	0.515	1200	G	2005
<u> </u>		To				US 501				<u> </u>					
O - 1		From:				US 501; SR 2	4								
671 Courthouse Lane	0.07	940 To:	R			15.001				NA			NA		08/24/200
<u> </u>		Io	<u> </u>			15-891									

					Ca	mpbell O	perationa	al Area								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:				1/	5 001				1					
(671) Courthouse Lane	0.05	160	R			1.	5-891				NA			NA		08/24/2004
		To				De	ad End									
O		From:	<u> </u>			1:	5-635									
(672) Maddox Rd	2.11	170	R			14	5-605				NA			NA		08/14/200
		From:					5-692									
(673) Magaron Lane	0.30	130	R				0 0,2				NA			NA		08/20/200
<u> </u>		To:				De	ad End									
O 11 1 1 1 1 1 1	0.00	From:				1:	5-738									00/00/000
(674) Livestock Rd	0.26	1400 To:	R			De	ad End				NA			NA		08/29/200
		From:					5-683									
(675) Doe Run Lane	0.44	130	R				3 003				NA			NA		08/20/200
		To:				De	ad End									
<u> </u>		From:	L			1:	5-600				<u> </u>					20/10/202
676) Partridge Lane	0.30	60 To:	R			Charlotte	County Li	ne			NA			NA		08/10/2004
		From	·I				5-738	iic .			l l					
(677) Sunnymeade Rd	1.92	1900	G	97%	0%	1%	1%	1%	0%	С	0.103	F	0.647	1900	G	2005
		To:					70 EAST									
(677) Camp Hydaway Rd	3.09	390	G	97%	0%	1%	70 WEST 1%	1%	0%	F	0.12	F	0.625	400	G	2005
677) Gamp Hydaway Rd	0.00	To	_	01 70	070		5-664	170	070				0.020	100		2000
(677) Old Rustburg Rd	1.30	630 From:	G	97%	0%	1%	1%	1%	0%	F	0.112	F	0.544	690	G	2005
		To:				SCL I	Lynchburg									
		From:					Lynchburg									
678) Airport Rd	0.34	15000	G	94%	1%	3%	1%	1%	0%	F	0.094	F	0.585	17000	G	2005
Airca and Bul	0.04	From:	Ĺ	0.40/	40/		S 460	40/	00/	_			0.000	0000		0005
678) Airport Rd	0.21	2000	G	94%	1%	3%	1%	1%	0%	F	0.105	F	0.698	2200	G	2005
(678) Airport Rd	1.22	1400	G	94%	1%	15-885 P 3%	restwood R	1%	0%	С	0.101	F	0.727	1500	G	2005
678) Alliport Nu	1.22	To:		J+70	170		ad End	1 70	070		0.101		0.727	1500	0	2000
		From	·			U	JS 29									
(679) Russell Woods Dr	0.13	1500	R								NA			NA		08/27/2001
<u> </u>		To- From:				15	5-1408									
(679) Russell Woods Dr	0.26	350	R								NA			NA		08/27/2001
<u> </u>		From:				15	5-1422				<u> </u>					
679 Russell Woods Dr	0.25	150	R								NA 			NA		08/27/2001
(679) Russell Woods Dr	0.29	90 From:	R			15	5-1416							NA		08/27/2001
(679) Russell Woods Dr	0.29	90 To:				De	ad End				NA			INA		00/21/200
		From:					5-738									
680) Suburban Rd	3.20	1600	G	98%	1%	1%	0%	0%	0%	С	0.127	F	0.608	1700	G	2005
<u> </u>		To:					1 NORTH									
(680) Poor House Rd	3.02	840	R			03 30	1 SOUTH				NA			NA		07/24/2004
000		To				De	ad End									
		From:				15-624	4 NORTH									
(681) Viohl Rd	0.27	610	R								NA			NA		09/09/2004
		To:				15.71	COUTI									00/00/
O 15.115.						15-/1:	5 SOUTH									
(681) Viohl Rd	0.42	370	R			15-/1:	3 SOUTH	_	_		NA			NA		09/09/2004
(681) Viohl Rd (681) Sunburst Rd	2.70	370 From:	R				S 460				NA —— NA			NA NA		09/09/2004

					Ca	ampbell (	Operation	al Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	ı:				SR 43									
682	8.94	360	R								NA			NA		08/17/2004
	0.50	From		0.40/	00/		26 SOUTH		00/	_	0.400	_	0.000	2222		2005
682	2.56	2200	G	94%	0%	1%	4%	1%	0%	F	0.108	F	0.632	2200	G	2005
682	1.18	2700 From	G	94%	0%	1%	SR 24 4%	1%	0%	С	0.103	F	0.644	2700	G	2005
		To From					15-725									
682	1.59	2100	G	94%	0%	1%	4%	1%	0%	F	0.103	F	0.667	2200	G	2005
	1.46	From 1900	G	94%	0%	1%	15-623 4%	1%	0%	F	0.103	F	0.712	2000	G	2005
682	1.40	1900		94 /0	0 76		15-691	1 /0	0 /6	-	0.103		0.712	2000		2003
682)	3.44	2600	G	94%	0%	1%	4%	1%	0%	F	0.112	F	0.649	2900	G	2005
		To From					15-622				_					
682	1.12	8900	G	94%	0%	1%	4%	1%	0%	F	0.102	F	0.614	9800	G	2005
	0.09	9700	G	94%	0%	1%	15-1600 4%	1%	0%	F	0.095	F	0.589	11000	G	2005
682	0.09	97 00 To		94%	0%		Lynchburg		0%	Г	0.095	Г	0.569	11000	G	2005
		From				Г	ead End									
683 Church Lane	1.05	410 To	R			CD	24 WEST				NA			NA		09/21/2004
		From	:				24 WEST 24 EAST				ightharpoonup					
(683) Miles Lane	0.34	390 <sub>To</sub>	R			15.6	82 SOUTH	r			NA			NA		08/22/2001
		From	:				82 NORTH									
(683) Lawyers Rd	5.52	1600	R								NA			NA		08/22/2001
(683) Lawyers Rd	2.05	2800	G	88%	0%	3%	15-622 <b>7%</b>	3%	0%	С	0.095	F	0.581	3000	G	2005
(683) Lawyers Rd	2.00	To		0070	070		US 29	070	070				0.001	0000		2000
$\sim$		From					15-625									
684) Buffalo Mill Rd	1.90	330	R								NA			NA		08/24/2004
(684) Buffalo Mill Rd	1.37	270 From	R			1.90	MS 15-625	5			NA			NA		08/24/2004
004) =		To					15-682									
O 0 1 1 - D 1	4.00	From		2001	201		15-738	407	201			_	0.000	5500	_	2225
685 Calohan Rd	1.80	5400	G	93%	0%	1%	2%	4%	0%	С	0.092	F	0.622	5500	G	2005
(685) Wisecarver Rd	0.30	4100	R				SR 24				NA			NA		09/25/2001
		To From	_				15-1630									
(685) Wisecarver Rd	1.40	3700	R								NA			NA		09/25/2001
		To					15-686									
(686) Browns Mill Rd	2.81	480	R				US 29				NA			NA		07/28/2004
		To From					15-751				$\lnot$ $\vdash$					
686 Browns Mill Rd	2.99	4300 To	R				770 501				NA			NA		07/28/2004
		From					US 501				+					
(687) Gough Rd	3.10	180	R				15-686				NA			NA		08/27/2001
$\overline{}$		To					SR 24									
(688) Patterson Rd	1.18	330	 R				15-689				 NA			NA		09/09/2004
(688) Patterson Rd	1.10	To					US 29							11/7		00/00/2004
_		From					15-690									
(689) Moorman Mill Rd	0.90	340	R				US 29				NA			NA		08/22/2001
							JU 47									

.40	From: 430 To: 250	QA R R	4Tire	Bus	1	Tru 3+Axle US 29		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
.40	250  From:  430  From:					US 29				1					
.40	From: 430 To: From:					002)									
.04	From: <b>430</b> To: From:	R								NA			NA		08/27/200
.04	430 To:	R				15-754									
.04	To: From:	K			,	15-622				<u> </u>					00/00/000
					,	15-688				NA T			NA		08/22/200
	250					15-683									
	230	R				.5 005				NA			NA		09/09/200
	To:					15-682									
	From:				SR 2	24; 15-748									
.33	440 To:	R			,	US 29				NA			NA		07/28/200
	From:	l				15-696									
.20	350	R				13-090				NA			NA		08/20/200
	To:					15-692									
	From:					15-682									
.65	60	R								NA			NA		08/17/200
	To: From:					15-882									
.75	120 To:	R				15 606				NA			NA		07/16/200
		! 													
.80		R				13-062				NA			NA		08/27/200
	To:					15-626									
	From:				D	ead End									
.40	10	R								NA			NA		07/28/200
	To: From:				,	15-705									
.65	500	R								NA 			NA		07/28/200
00	From:	Ļ	000/	40/			00/	00/	_			0.547	4000		0005
.39	1200	G	98%	1%			0%	0%	F	0.089	F	0.547	1300	G	2005
01	From:		09%	10/			∩0/:	Λ9/:		0.080		0.500	070	G	2005
.91	<b>340</b>		90 /0	1 /0				0 /6	-	0.009		0.599	970	G	2003
18	1000	G	98%	1%				0%	C	0.093	F	0.677	1000	G	2005
	To:	Ď	00,0	.,,			0,0	0,0			•	0.0	.000		
47	From:	ᄂ			US 2	9 NORTH							NIA		00/00/00/
.47	<b>290</b>					SR 24				NA			NA		08/20/200
	From:														
.76	60	R								NA			NA		07/10/200
	To:					15-699									
	From:				,	15-701									
.50		R			,	15 761				NA T			NA		07/28/200
		l 								<u> </u>					
.30		G	94%	1%			4%	0%	С	0.082	F	0.585	2500	G	2005
	To	r													
.43	1800	G	94%	1%	1%	1%	4%	0%	F	0.079	F	0.651	1900	G	2005
	To:					15-696									
.77	1400	G	94%	1%	1%	1%	4%	0%	F	0.091	F	0.505	1500	G	2005
	To:					15-629				_					
.65	1400	G	94%	1%	1%	1%	4%	0%	F	0.088	F	0.57	1400	G	2005
	To:									<u> </u>					
20	From:					15-696						_	NIA		00/00/000
.აყ	35U ™.	ĸ			,	15-633				INA			NA		08/20/200
		From: .65 60  .75 120  .75 120  .76 From: .77 120  .70 From: .70 From: .70 From: .70 From: .71 120  .71 120  .72 From: .73 120  .74 120  .75 From: .76 60 .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400  .77 1400	To:	Total   From:	To:	From:	15-692   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-626   15-626   15-626   15-626   15-626   15-700   15-700   15-700   15-699   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   15-700   1	15-692   15-682   15-682   15-682   15-682   15-682   15-682   15-696   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-682   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-699   15-699   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-696   15-696   15-696   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-761   15-701   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-761   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   1	Top	From   15-692   15-682   15-682   15-682   15-682   15-682   15-682   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-696   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-701   15-	15-692	15-692  15-682  15-882  175	15-692	15-692	15-692

					Cai	npbell Opei	aliuliai Ai	На								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1			15-69	00				i					
(701) Lambs Church Rd	4.60	120	R			13-0	99				NA			NA		07/28/2004
		To				15-696 S0										
Eggt Formy Bd	9.00	From <b>260</b>	R			15-696 N	ORTH							NA		07/29/200
(701) East Ferry Rd	8.00	<b>200</b> To				US 50	01				NA T			INA		07/28/2004
		From				Dead I					i i					
(702) Younger Rd	0.40	130	R			Doua I					NA			NA		07/17/200
		То				15-64	18									
$\bigcirc$		From				15-70	)4									
703) Mohawk Rd	2.69	170	R			15.5	-1				NA			NA		08/14/200
		From				15-76										
704) Seneca Rd	1.10	110	R			15-70	)5				NA			NA		08/20/200
(704) Seneca Rd	1.10	To				Dead I	End							INA		00/20/200
		From				15-69					ĺ					
(705) Covered Bridge Rd	6.60	40	R			15 0,					NA			NA		08/20/200
		To				15-76	51									
		From				Dead I	End									
(706) Perrows Rd	0.50	20	R								NA			NA		07/28/200
<u> </u>		To				15-69	99									
Ocatawa Dd	0.00	From	Ļ			15-71	12							NIA		00/07/000
(707) Castaway Rd	0.06	120 To	R			15-64	10				NA			NA		08/27/200
		From	I								 					
(708) Seamster Dr	1.50	70	R			Dead I	ena				NA			NA		07/10/200
(708) Souristo: 21		To				15-64	18									0.7.0/200
		From				Dead I	End									
(709) Horselys Bridge Rd	3.10	220	R								NA			NA		08/10/200
		To	-			15-69	96									
(709) Blackwater Rd	1.90	640 From	R								NA			NA		08/10/200
		То				15-69	92									
		From				15-71	11									
(710) Oliver Rd	0.28	250	R								NA			NA		07/16/200
<u> </u>		To From				15-13	31									
(710) Oliver Rd	0.72	90	R								NA			NA		07/16/200
<u> </u>		To From				0.72 ME 1	5-1331									
(710) Oliver Rd	0.80	80	R								NA			NA		08/17/2004
		То				Dead I										
Clarian Pd	0.40	From		050/	00/	NCL Alt		,	Λ0/		0.097	_	0.005	1600	0	2005
(711) Clarion Rd	0.40	1500 <sub>то</sub>	G	95%	0%	1% 1 5-712 E, Dear	% 3%		0%	С	0.087	F	0.825	1600	G	2005
		From				15-712 V										
(711) Tardy Mountain Rd	1.50	420	R								NA			NA		07/16/2001
		To From				15-71	10									
(711) Tardy Mountain Rd	3.00	150	R								NA			NA		08/17/2004
$\overline{}$		To From				15-62	26									
(711) Tardy Mountain Rd	2.00	220	R								NA			NA		07/16/200
<u> </u>		To	<u> </u>			15-68										
		From	<u> </u>			SR 43 W	/EST									00/: :/= =
(712) Mt Herman Rd	0.41	160	R			CD 423	MD				NA			NA		09/14/2004
		From				SR 43 I SR 43 E					1					
(712) Dearing Ford Rd	0.69	1300	G	98%	0%		0% 0%	6	0%	С	0.094	F	0.512	1300	G	2005
$\bigcirc$		То	-			15-71	14				<b>—</b>					
(712) Dearing Ford Rd	1.98	650 From	G	98%	0%		0% 0%	6	0%	F	0.090	F	0.558	670	G	2005
$\bigcirc$		To				15-711 E										

					Ca	mpbell C	peration	al Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County																
(712) Dearing Ford Rd	1.33	540	G	98%	0%	1%	0% BUS NOR	0% TH	0%	F	0.113	F	0.606	560	G	2005
$\widehat{}$		From					BUS SOU									
(712) Riverbend Rd	1.59	650	G	98%	0%	1%	0% 15-699	0%	0%	F	0.117	F	0.64	660	G	2005
(712) Riverbend Rd	0.12	48 From:	R								NA			NA		08/27/2001
<u> </u>		To					ead End									
713) Powell Rd	1.00	400	R				15-626				NA			NA		07/24/200
		To	<u> </u>				15-627									
(714) Lynch Mill Rd	1.03	2600	G	98%	0%	1%	Altavista 0%	1%	0%	С	0.092	F	0.551	2700	G	2005
(714) Lynch Mill Rd	0.68	From:	G	98%	0%	15-712 Mo	ount Herm	an Rd 1%	0%	F	0.100	F	0.634	1700	G	2005
(714) -5		To:				5-626 Good				-		-				
		From				1	15-681									
(715)	0.72	250	R								NA			NA		09/09/2004
		To:				1	15-681									
	0.07	From	Ļ			Cu	1-de-Sac							NIA		07/40/000
(716)	0.27	40 To	R				15-631				NA			NA		07/16/200
		From	I													
(718) Taylor Ford Rd	1.69	210	R			De	ead End				NA			NA		08/17/200
(716) 143/161 1 514 1 14		To:				1	15-630				TÏ.					00/11/200
		From				De	ead End									
(719) Farmcrest Rd	0.70	110	R								NA			NA		07/09/200
<u> </u>		To				1	15-606									
O		From				De	ead End									
(720) Golf Course Rd	0.70	260 To:	R			15 col I	uniper Clif	CD 1			NA			NA		07/17/200
		From						I Kū								
(721) Pilot View Rd	0.22	230	R			j	15-646				NA			NA		1998
(721) 1 not 110m 110	0.22	To					15.006							10.		1000
(721) Pilot View Rd	0.18	From:	R				15-926				NA			NA		1998
(721) 1 mot 110m 11d	0.10	To:				De	ead End				TÌ.			10.		1000
		From				De	ead End									
(722) Tobacco Lane	0.42	70	R								NA			NA		08/10/200
$\overline{}$		To				1	15-643									
O		From				De	ead End									
723) Viewmont Dr	0.60	220 To	R				US 29				NA			NA		07/28/2004
		From														
(724) Bandy Rd	0.11	20	R				15-699				NA			NA		08/20/200
(724) Bandy Rd	0.11	To:	<u> </u>			1	15-761							IVA		00/20/200
		From					15-811									
(725) Ridge Rd	1.10	360	G	97%	2%	1%	0%	0%	0%	С	0.099	F	0.561	370	G	2005
<u> </u>		To				1	15-682									
		From:					JS 460									
726 Mt Athos Rd	0.34	8600	G	94%	0%	1%	3%	1%	0%	С	0.122	F	0.734	8800	G	2005
(726) Mt Athos Rd	2.43	6100	G	94%	0%	1%	15-609 <b>3%</b>	1%	0%	F	0.144	F	0.883	6200	G	2005
		To					MN 15-609									
(726) Mt Athos Rd	1.52	490 From	G	94%	0%	1%	3%	1%	0%	F	0.092	F	0.720	500	G	2005
$\overline{}$		To				Appomatt	ox County	Line								

					Ca		perationa									
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	1			De	ad End				1					
(727) Crows Rd	1.70	170	R								NA			NA		07/10/200
<u> </u>		To				1:	5-701									
O Donnillo Dd	0.20	From:				De	ad End							NΙΔ		00/04/000
728) Pannills Rd	0.30	30 To:	R			1:	5-633				NA T			NA		08/24/200
		From:	<u> </u>				ad End									
729) Pleasant Hill Rd	0.20	120	R				uu Dhu				NA			NA		08/27/200
<u> </u>		To- From:				0.20 ME	of Dead Er	nd								
729) Pleasant Hill Rd	0.26	130	R								NA			NA		08/27/200
		To:				US 501 C	ampbell H	wy								
O		From:				1:	5-646									.=
730 Joy Rd	0.20	150	R			15 601 In	niper Cliff	Dal			NA			NA		07/17/200
		From:	1					Ku								
(731) Manley Branch Rd	1.40	40	R			1.	5-604				NA			NA		07/09/200
(731)		To:				1:	5-646									
		From:				De	ad End									
(732) Dry Mountain Rd	1.25	130	R								NA			NA		08/14/200
<u> </u>		To:				1:	5-635									
O Lanuard Dd	0.70	From:	<u> </u>			1:	5-712							NIA		07/40/000
733) Leewood Rd	0.70	80 To:	R			Da	ad End				NA			NA		07/18/200
		From:					ad End									
734) Peerman School Rd	1.40	320	R			ЪС	au Enu				NA			NA		08/20/200
		To:				U	IS 29									
		From:				Cul	-de-Sac									
(735) Lazy Creeks Dr	0.42	80	R								NA			NA		08/29/200
<u> </u>		To:					5-622									
Liberty Lake Rd	1 15	From:	R			De	ad End				NIA.			NA		07/17/200
736 Liberty Lake Rd	1.15	<b>90</b>				1:	5-615				NA			INA		07/17/200
		From:	l .				5-651									
(737) Wheeler Rd	3.10	220	R				001				NA			NA		07/28/200
		To:				1:	5-656									
$\widehat{}$		From:					R 24									
(738) Greenhouse Rd	0.13	770	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.551	790	G	2005
		To: From:					ap Terminu ap Terminu				-					
738) Greenhouse Rd	0.06	830	R								NA			NA		07/28/200
		To				0.06 MI	N of 05-754	1								
(738) Greenhouse Rd	1.54	1000 From:	G	99%	0%	1%	0%	0%	0%	F	0.104	F	0.529	1000	G	2005
<u> </u>		To:				1:	5-685				_					
(738) Greenhouse Rd	0.12	6700	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.581	6800	G	2005
$\bigcirc$		To: From:					SOUTH									
(738) English Tavern Rd	0.78	2100	G	99%	0%	1%	29 MID 0%	0%	0%	F	0.099	F	0.5	2200	G	2005
(100)		To:					2 NORTH			-		-				
(738) English Tavern Rd	0.43	2500 From:	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.508	2500	G	2005
		To					5-680									
(738) English Tavern Rd	1.62	3400 From:	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.634	3500	G	2005
		To:					NORTH	-		-					_	
		From:				Bus	US 460									
(739)	0.04	13000	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.557	14000	G	2005
$\overline{}$		To				SCL I	ynchburg									

					Ca		erational Are							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	1			15-	626		-					
(740) Orrix Creek Rd	1.00	120	R			13-	020		NA			NA		08/17/2004
(1-10)		To				Dead	End							
		From:				US 460	WEST							
(742)	0.54	250 To:	R			****	E + CE		NA			NA		07/28/2004
		From:				US 460			1					
(744) Laxton Rd	0.04	840	R R			15-1	520		NA			NA		09/07/200
744) 201011 110	0.01	To:				SCL Ly	nchburg		TÌ.			1471		00/01/200
		From				SR	24							
(745) Mountain Rd	0.50	90	R						NA			NA		07/28/200
$\bigcirc$		To				Dead	End							
$\bigcirc$		From:				15-	660							
(746)	0.08	<b>47</b>	R			D	D. 4		NA			NA		08/17/200
		From:	1			Dead								
(748) Crown Lane	0.40	8	R R			SR 24;	15-692		NA			NA		08/20/200
(748) Crown Lane	0.40	To:				Dead	End		¬```			1471		00/20/200
		From				SR	40							
(749) Owl Rd	1.00	150	R						NA			NA		08/17/200
		To				15-	518							
$\sim$		From				US	29							
(750) Nickland Dr	0.36	270	R						NA			NA		08/27/200
<u> </u>		To: From:				15-	912		$\supset$					
(750) Nickland Dr	0.44	260 To:	R						NA			NA		08/27/200
						Dead								
(751) Stone Rd	2.00	210	L			15-	686		 NA			NA		07/10/200
(751) Stone Rd	2.00	To:	<u> </u>			15-	701					INA		01/10/200
		From				Dead								
(752) Mt Olivet Church Rd	0.10	240	R						NA			NA		05/30/200
		To				0.10 MN	Dead End							
(752) Mt Olivet Church Rd	0.30	300 From:	R						NA			NA		05/30/200
		To				15-	918							
752) Mt Olivet Church Rd	0.40	360 From:	R						NA			NA		05/30/200
		To				US	460							
		From				US	29							
(754) Anstey Rd	0.36	150	R						NA			NA		09/25/200
<u> </u>		To: From:				15-	589							
(754) Anstey Rd	0.15	290	R						NA			NA		09/25/200
<u> </u>		To From:				15-	738							
(754) Anstey Rd	0.10	80	R						NA			NA		09/25/200
		To				Dead			1					
(755) Ball Park Rd	0.60	100	R			Dead	End		 NA			NA		08/17/2004
(755) Ball Park Rd	0.60	To:				15-	500					INA		00/11/2004
		From				15-601 Juni			-					
(756) Red Bottom Rd	1.80	150	R			15 OO1 Juill	per emir Nu		NA			NA		08/17/2004
		To				Charlotte C	ounty Line							
		From				15-	560							
(757) Country Rd	3.00	110	R						NA			NA		05/30/200
		To	<u> </u>			15-	656	 						
		From	Ĺ_			Dead	End							
(758) Wright Shop Ln	0.13	260	R			110.00	ED 005		NA			NA		08/17/2004
_		10.	<u></u>			US 29;	FK 903							

Route	Length	AADT	QA	4Tire	Bus		3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	i				US 501									
759) Grass St	0.09	150	R				05 001				NA			NA		08/17/200
		To					15-803									
760) Runway Rd	0.11	20 From:	R				15-797				NA			NA		08/17/200
760) rtarmay rta	0.11	To:	Ë			Ι	Dead End									00/11/200
$\widehat{}$		From:					nia County									
761) Long Island Rd	1.20	670	G	92%	1%	1%	1%	5%	0%	F	0.096	F	0.545	690	G	2005
761) Long Island Rd	3.15	From:	G	92%	1%	15-6 1%	533 SOUTH 1%	1 5%	0%	F	0.095	F	0.6	620	G	2005
<u> </u>		To- From:					15-705									
761) Long Island Rd	1.97	1000	G	92%	1%	1%	1%	5%	0%	F	0.094	F	0.575	1000	G	2005
	4.07	From	lefoon	000/	40/	40/	15-699	F0/	00/			_	0.505	0.400		0005
761) Long Island Rd	1.67	2300 To:	G	92%	1%	1% US	1% 501; 15-652	5%	0%	С	0.091	F	0.535	2400	G	2005
		From:					Dead End				i					
762) Tip Lane	0.58	30	R								NA			NA		08/10/200
<u> </u>		To:					15-646									
763) Midgett Farm Rd	0.51	200	R				15-802				NA			NA		09/14/20
700)		To:					15-800									
<u> </u>		From:					15-859									
Beechwood Dr	0.08	420	R								NA			NA		09/07/20
769) Beechwood Dr	0.05	From:	R			15-	779 WEST				NA			NA		09/07/20
769) Beechwood Dr	0.03	To:					15 1515							INA		03/01/20
769) Beechwood Dr	0.03	From:	R				15-1515				NA			NA		09/07/20
		To: From:				15-	-779 EAST				_					
769) Beechwood Dr	0.06	1200	R								NA			NA		09/07/20
<u> </u>		To: From:					15-782				$\Box$					
Beechwood Dr	0.26	1200 To:	R			Rı	us US 460				NA			NA		09/07/20
		From:					15-1651									
770) Bumgarner Dr	0.38	240	R								NA			NA		09/07/20
<u> </u>		To:					15-835									
771) Roundtree Rd	1.80	250	R			Ι	Dead End				NA			NA		07/09/20
7/1) Rodildilee Rd	1.60	<b>230</b> To:					15-646							INA		01/09/20
		From:					15-643									
772) Harper Valley Rd	0.65	40	R								NA			NA		07/09/20
		To: From:	<u> </u>			Ι	Dead End									
772)	0.07	240	R				SR 24				NA			NA		08/17/20
113)		To:					15-683									
		From:				Ι	Dead End									
Ruckers Rd	1.25	49	R				15-657				NA			NA		07/28/20
		From:	l			т	Dead End				<u> </u>					
776) Rock Hill Rd	1.10	70	R			1	zeau Ellu				NA			NA		07/09/20
		To:					15-648									
<u> </u>		From				Ι	Dead End									
778) Hughes Rd	0.75	80	R								NA			NA		07/10/20

					Ca			tional Are								
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	1								- 1					
(779) Oakland Circle	0.53	230	R			1;	5-769 WE	ST			NA			NA		06/07/2004
(119)		To				1.	5-769 EA	ST								
		From					Dead En	d								
(781) Mortimer Dr	1.30	160	R								NA			NA		07/28/200
<u> </u>		To:					SR 24									
782) Terrace Hill Dr	0.06	270	R				15-859				NA			NA		09/14/200
(782) Terrace Hill Dr	0.00	210									INA			INA		09/14/200
782) Terrace Hill Dr	0.17	360 From:	R				15-828				NA			NA		09/14/200
(782) Terrace Hill Dr	0.17	To:					15-769							14/1		00/14/200
		From					Dead En	d								
(783) Wilkinson Dr	0.07	120	R								NA			NA		09/14/200
		To					15-713									
$\bigcirc$		From				15	5-683 SOU	JTH								
784) Winebarger Circle	0.42	160 To:	R			1.5	C02 NO	OTT I			NA			NA		09/09/200
		From:	<u> </u>			15	-683 NOI				1					
785) Loblolly Rd	0.80	90	R				Dead En	d			NA			NA		08/10/200
(785) Loblolly Rd	0.00	To:				15-64	3 Lewis I	Ford Rd						14/3		00/10/200
		From					15-605									
(786) Beth Lane	0.80	60	R				10 000				NA			NA		08/24/200
		To	:				Dead En	d								
		From					Dead En	d								
(787) Archer Mill Rd	0.60	160	R								NA			NA		05/30/200
<u> </u>		To					15-609									
O Handon and Trail	0.00	From	Ļ				15-663							NIA		07/00/000
(788) Hardwood Trail	0.80	<b>47</b>	R				Dead En	d			NA T			NA		07/09/200
		From	<u> </u>				Bus US 4									
789) Lake Court Ave	0.15	360	R				Dus US 4	00			NA			NA		08/14/200
(100)		To				0.15	ME OF U	IS 460								
789) Lake Court Ave	0.15	80 From:	R			0.15	WE OF C	35 100			NA			NA		09/09/200
		To					Cul-de-Sa	ac								
		From				15	5-615 SOU	JTH								
(790) Homeplace Rd	2.40	100	R								NA			NA		07/10/200
<u> </u>		To					-615 NOI									
O Hamannad Dr	0.55	From	Ļ			]	Bus US 4	60						NIA		00/00/000
791) Homewood Dr	0.55	430 To:	R				Dead En	d			NA T			NA		09/09/200
		From:					Dead En									
792) Flying W Rd	0.70	120	R				Dead En	u			NA			NA		07/17/200
7 02		To					15-600									
		From					15-609									
793) Napier Rd	0.40	230	R								NA			NA		07/28/200
		To					Dead En	d								
O Park D. I	0.00	From	<u> </u>				15-648	<del></del>	<del></del>							00/40/222
794) Peal Rd	0.30	<b>4</b>	R				Dead En	d			NA			NA		08/10/200
		From	1			15 (0)	1 Juniper									
795) Quick Rd	1.10	50	R			15-60	ı Juniper	CHII Kđ			NA			NA		07/17/200
(795) Quick Rd		To:					Dead En	d						. •, •		
		From:					Dead En				Ì					
(796) Tanzalon Dr	0.20	240	R								NA			NA		08/17/200
$\overline{}$		To					Bus US 4	60								

					Cal	mpbell O	peration	iai Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	el .			1/	5 650				1					
797 County Airport Rd	0.45	70	R			1;	5-650				NA			NA		08/17/2004
(797) County Airport Rd	0.25	30 From	R			0.45 N	ME 15-650	)			NA			NA		08/10/2004
		To	·			De	ad End									
O 55.	0.05	From				1;	5-615									00/40/000
798 Daniel Rd	0.25	50	R			De	ad End				NA T			NA		08/10/200
		From	:				ad End				<u> </u>					
799) Pettigrew Dr	1.12	180	R			Вс	ua Ena				NA			NA		07/28/200
		To	c			1:	5-609									
<u> </u>		From				U	S 460									
800) Tallyho Rd	0.66	1700	R								NA			NA		09/14/200
O 01 1/ 1D1	0.40	From				S	R 24				⇉┈					00/4.4/000
800 Stratford Rd	0.13	620	R			Appomatto	v County	Lina			NA			NA		09/14/200
		From	:			Charlotte										
(801) Pump Rd	0.30	50	R			Charlotte	County I	лис			NA			NA		08/10/2004
		To				1:	5-600									
		From	i:	-		1:	5-800									
(802) Haney Rd	0.11	370	R								NA			NA		09/14/200
		To					S 460									
803) Oak St	0.06	40	R			De	ad End				 NA			NA		08/17/200
(803) Oak St	0.00	-TO				1	5 750							14/1		00/11/200
(803) Oak St	0.08	20 From	R			1;	5-759				NA			NA		08/17/200
(803) 5 a.r. 51	0.00	To				De	ad End				T.					00/11/200
		From	Е			1:	5-606									
(804) Carwile Rd	0.96	320	R								NA			NA		07/17/200
		To	c				ad End									
(805) Cheatham Rd	1 10	From	 R			De	ad End				 NA			NA		07/10/200
(805) Cheatham Rd	1.40	140				1:	5-615							INA		07/10/200
		From	:				5-606									
(806) Cyrus Rd	0.75	150	R								NA			NA		08/10/2004
$\bigcirc$		To	c			De	ad End									
O 14 . 17 1		From				De	ad End				<u></u>					00/1=/000
808 Kent Rd	0.41	<b>40</b>	R				R 24				NA			NA		08/17/2004
		From					5-643									
(809) Raintree Dr	0.55	100	R	-		1,	3-043				NA			NA		07/17/200
000)		To	c			De	ad End									
		From	i:			De	ad End									
(810) Cowan Rd	0.33	120	R								NA			NA		08/10/200
		To					R 24									
(811) Evington Rd	2.85	670	G	97%	1%	2%	County L	0%	0%	С	0.107	F	0.506	690	G	2005
811) Evingion 14d	2.00	01 U		01 70	170			070	070			•	0.000	000	0	2000
(811) Ridge Rd	0.11	210 From	G	97%	1%	2%	5-725 0%	0%	0%	F	0.121	F	0.539	220	G	2005
011)		To	:	- /-			R 24	- / -	- / -			-			-	
		From				1:	5-811									
(812) Evington Rd	0.44	680	R								NA			NA		08/17/2004
$\overline{}$		To					R 24									
Panist Dd	0.05	From				U	JS 29							NIA.		00/07/000
814) Penuel Rd	0.35	250	R			Da	ad End				NA			NA		08/27/200
						De	au Liid									

								lional Are							
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1				15.022								
815) Rosser St	0.13	90	L R				15-832			NA			NA		08/24/200
(813) 1100011 01		To					15-833								
		From					Dead Er	d							
816) Babcock Rd	0.60	270	R							NA			NA		08/24/200
<u> </u>		To					SR 24								
	0.57	From	Ļ				15-663								07/00/00
818) Wildlife Dr	0.57	<b>70</b>	R				Dead Er	d		NA			NA		07/09/200
		From					Dead Er								
819) Drinkard Rd	0.40	70	R				Deau El	u		NA			NA		05/30/20
019		To					US 460	1							
		From					Dead Er	d							
820) Ford Rd	0.70	40	R							NA			NA		07/09/20
$\overline{}$		То					15-646								
<u> </u>		From					15-705								
821) Swan Creek Rd	0.81	120 To	R				D 15			NA			NA		08/20/20
			1				Dead Er								
822) Hawk Rd	0.30	40	R				15-618			NA			NA		08/17/20
(822) Hawk Rd	0.30	<b>40</b>					Dead Er	d					INA		00/17/20
		From	1				Dead Er			<u> </u>					
823) Butterfly Lane	0.55	120	R				Deau Ei	u		NA			NA		07/16/20
023)		То					15-682								
		From					15-696								
824) Devils Ridge Rd	1.65	280	R							NA			NA		08/20/20
<u> </u>		To					15-705								
<u> </u>		From					15-696								
825) Little Lane	0.20	40	R							NA			NA		08/17/20
<u> </u>		To					Dead Er	d							
O D F 1 D 1	0.00	From	ᄂ				Dead Er	d					NIA		00/04/00
826 Dry Fork Rd	0.33	<b>40</b>	R				15-635			NA			NA		08/24/20
		From								+					
827) Woodlawn Circle	0.35	130	R			-	15-853 WI	2.51		NA			NA		09/07/20
621) 11 303131111 311 313	0.00	То					15-853 EA	ST		TÎ.					00/01/20
		From					15-782								
828) Silver Spring Dr	0.24	170	R							NA			NA		08/27/20
		To					Bus US 4	60							
		From					15-624								
829 Grove Ave	0.42	2200	R							NA_			NA		09/09/20
$\smile$		То				US 4	460 BUS;	15-1505							
<u> </u>		From	<u> </u>				Dead Er	d		_[					
830 Forest Ave	0.26	370 To	R				D. HIG 4	60		NA			NA		08/14/20
			<u> </u>				Bus US 4								
	0.20	From	<u> </u>				Cul-de-S	ac					NΙΔ		07/19/20
831)	0.29	50	R				15-712			NA			NA		07/18/20
		From	<u>.                                      </u>				SR 24			+					
832) Mountain Ln	0.14	270	R				SK 24			NA			NA		08/24/20
		To	<u> </u>				15-815								
832) Mountain Ln	0.08	110 From	R				13-815			NA			NA		08/24/20
032)	0.00	To					Dead Er	d		٦,,,			14/1		55,2 1/20
		From	l				SR 24			i					
833) Gold Dust Trail	0.08	270	R				DAL DT			NA			NA		08/24/200
		To					15-815								

					Ca			ional Are							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai	()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County															
(833) Gold Dust Trail	0.13	From:	R				15-815			NA			NA		08/24/200
633) GOIG DUOT TIGH	0.10	To					Dead En	1							00/2 1/200
		From	1				15-615			Ī					
834) Bull Hill Rd	1.10	120	R							NA			NA		07/09/200
<u> </u>		To					Dead En								
O . "	0.00	From	<u> </u>				15-1670			<u> </u>					00/00/00/
835) Jefferson Manor Dr	0.36	540	R							NA —			NA		08/20/200
835) Jefferson Manor Dr	0.11	From:	R				15-1526			NA			NA		08/20/20
(835) Jefferson Manor Dr	0.11	050											INA		00/20/20
835) Jefferson Manor Dr	0.12	1700	R				15-770			NA			NA		08/20/20
835 Jefferson Manor Dr	0.12	To					15 1507								00/20/20
835) Jefferson Manor Dr	0.28	1900	R				15-1527			NA			NA		08/20/20
833) Comercem mainer 2:	0.20	To:	Ė				15-622								00/20/20
		From				US 46	0 Lynchbi	ırg Hwy							
836) Spicer Rd	0.25	210	R							NA			NA		07/26/20
		To:					15-1015								
836) Spicer Rd	0.48	NA								NA			NA		
		To:				-	Cul-de-Sa	ıc							
To Bidon Bd	0.40	From	Ļ				FR-794						NIA		00/00/00
837) Top Ridge Rd	0.18	100 To:	R				15-677			NA			NA		08/29/20
		From:					Dead En	4		1					
838)	0.13	200	R				Dead Ell	1		NA			NA		08/24/20
030)		To					15-891								
838)	0.07	420 From:	R				15-071			NA			NA		08/24/20
		To					US 501								
838)	0.17	970 From:	R				05001			NA			NA		08/24/20
		To					Dead En	i							
		From					15-682								
839 Hensley Dr	0.30	<b>30</b>	R							NA			NA		07/16/20
			_				Dead En								
840) Windsong Rd	0.68	330	R				Dead En	<u>1</u>		NA			NA		07/24/20
840) Williasong ika	0.00	To:	<u> </u>				SR 43						IVA		01/24/20
		From				I	Bus US 46	50							
842) Greenwell Ct	0.54	170	R							NA			NA		09/09/20
		To	:			US 46	60 BUS N	ORTH							
O		From					15-665								
846 Clover Lane	0.09	30 To	R				Dead En	.1		NA			NA		08/27/20
		From:	l							<u>_</u>					
847) Blue Ridge Lane	0.60	190	R				Dead En	1		NA			NA		08/22/20
647) Blue Mage Lane	0.00	To:					15-682			iii			1.0.1		00/22/20
Cown of Brookneal															
		From	<u> </u>			15-601	l Juniper (	Cliff Rd		<u> </u>					0=10:1-
Hunter Rd	0.10	360	R						 	NA 			NA		07/31/20
<u> </u>		From					15-1126			<u> </u>					07/01/0-
849 Hunter Rd	0.45	250 To:	R				Dead En	4		NA			NA		07/31/20
Committee Committee							Deau Elle								
Campbell County		From					Dead En	i							
850) Smokey Hollow Rd	1.95	270	R							NA			NA		07/28/20
$\smile$		To					15-660								

					Ca		Operation									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1			г	Dead End				1					
(851) Quail Rd	1.57	410	R				Cau Enu				NA			NA		05/30/200
		To					60 NORTH									
(OF4)	0.55	From <b>280</b>	R			15-6	660 SOUTH	ł			NA			NA		05/30/200
(851)	0.55	<b>200</b> To	Ė			С	ul-de-Sac							14/3		03/30/200
		From					15-851									
(852)	0.43	40	R								NA			NA		07/28/200
$\bigcirc$		To	:			C	ul-de-Sac									
O = =		From				15-	622 WEST									20/27/222
853) Brooklawn Dr	0.16	360	R								NA 			NA		09/07/200
O Prophleum Dr	0.10	From	느			15-	827 WEST							NΙΔ		00/07/200
853 Brooklawn Dr	0.10	220	R								NA —			NA		09/07/200
853) Brooklawn Dr	0.09	330 From	R			15-	827 EAST				NA			NA		09/07/200
853) Brooklawn Dr	0.09	33 <b>0</b> To				15-	622 EAST							INA		09/07/200
		From	:				15-615				i					
(854) Camp Nine Rd	0.40	180	R				15 015				NA			NA		07/10/200
		То				Ι	Dead End									
		From				Bedfor	d County L	ine								
(858) Alum Springs Rd	0.50	620	R								NA			NA		09/14/200
<u> </u>		To From					623 WEST									
858 Alum Springs Rd	0.65	2600	G	99%	1%	0%	0%	0%	0%	С	0.098	F	0.579	2900	G	2005
<u> </u>		То	<u> </u>				15-1580									
859) Powtan Rd	0.19	From <b>590</b>	R				15-769				NA			NA		09/07/200
(859) Powtan Rd	0.19	390									INA			INA		09/01/200
859) Powtan Rd	0.03	1300	R				15-1546				NA			NA		09/07/200
859 Powtan Rd	0.03	1300									11/4			INA		09/01/200
859) Powtan Rd	0.07	1400	R				15-1515				NA			NA		09/07/200
859 Powtan Rd	0.07	1400												INA		03/01/200
859) Powtan Rd	0.18	1500	R				15-782				NA			NA		09/07/200
859 Powtan Rd	0.10	1300												14/3		03/01/200
859 Powtan Rd	0.06	1600	R				15-1528				NA			NA		09/07/200
859 Powtan Rd	0.00	То				Ві	ıs US 460							14/3		03/01/200
		From					and; O.1O N	ИW								
860) Wren Rd	0.10	20	R								NA			NA		08/10/200
		To From				15-601	Juniper Clif	f Rd			$\neg$					
860) Wren Rd	0.40	30	R								NA			NA		08/10/200
<u> </u>		То				Dead En	d; O.4O MI	E 601								
<u> </u>	_	From					15-1520				<u></u>					
(862) Mountain View Dr	0.04	410	R			0.07	·				NA			NA		09/07/200
							Lynchburg	5			+					
863) Lyn-Dan Dr	0.10	90	R				Dead End				NA			NA		08/27/200
863) Lyll-Dall Di	0.10	To					US 29							INA		00/21/200
		From	·				Dead End									
865) Beale Rd	0.10	50	R				2.10				NA			NA		07/24/200
		То					15-713									
		From					15-714									
866	0.20	130	R								NA			NA		07/18/200
		То					15-733									
$\cap$	0.45	From				Ι	Dead End					· <u> </u>	_	<b>.</b>		00/40/000
(867)	0.45						15 604				NΑ			NA		08/10/200
867)	0.45	<b>45</b>	R				15-604				NA			NA		08/10

					Ca	mpbell Opera	tional Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	i											
(868)	0.43	220	R			15-605			NA			NA		08/17/2004
000		To				Dead En	ıd							
$\sim$		From:				Dead En	nd							
(869)	0.35	170	R			US 501; 15-	1020		NA			NA		08/29/2001
		From:	<u> </u>			Dead En								
(870)	0.20	180	R			Dead En	IU		NA			NA		08/07/2001
6,0		To:				15-858								
$\widehat{}$		From:				Dead En	nd							
(871)	0.33	60 To:	R			15 600 15	1507		NA			NA		09/14/2004
		10.	<u> </u>			15-623; 15-	158/							
Town of Brookneal		From:				US 501								
(874)	0.10	50	R						NA			NA		08/24/2004
		To:				Dead En	nd							
Campbell County		From:	1			15-712								
(875)	0.12	20	R			13-712	'		NA			NA		08/27/2001
		To				Dead En	nd							
Town of Brookneal														
(876) Claytor Rd	0.03	70	R			Dead En	nd		NA			NA		07/31/2001
(876) Claytor Rd	0.00	To:	<u> </u>			US 501			<b>–</b>			14/1		0770172001
Campbell County			•											
<u> </u>		From:				Bus US 4	60		<u> </u>					
(877) Whitestone Dr	0.50	2100	R						NA			NA		09/14/2004
Mhitastana Da	0.40	From:	Ļ			15-1545	5					NIA		00/44/0004
877) Whitestone Dr	0.16	1900	R						NA —			NA		09/14/2004
(877) Whitestone Dr	0.30	990 From:	R			15-1570	)		NA			NA		09/14/2004
(877) Whitestone Dr	0.50	790 To:	<u> </u>			15-1597	7					INA		03/14/2004
		From:				Dead En	nd							
(878) Hamlette Rd	0.34	100	R						NA			NA		08/10/2004
<u> </u>		To:				15-792								
(879) Hazel Rd	0.30	100	R			SR 24						NA		07/28/2004
(879) Hazel Rd	0.30	To:				Dead En	nd		NA T			INA		07/26/2004
		From:				SR 24								
(880) Clinton Dr	0.20	40	R						NA			NA		07/28/2004
		To:				Dead En	nd							
		From:				15-600								
881 Ivory Lane	0.63	<b>70</b>	R			Dead En	ad.		NA			NA		08/17/2004
		From:	l			Dead En								
(882) Wyndolm Rd	0.17	40	R			Dead En	ıa		NA			NA		08/17/2004
(002)		To:				15-694								
		From:				Dead En	nd							
883) Thistle Rd	0.40	100	R						NA			NA		08/10/2004
<u> </u>		To				15-615								
(884) Bocock Rd	0.24	From: 420	R			US 501			NA			NA		08/29/2001
BOCOCK ING	0.24	42U To:				Dead En	nd					INA		00/23/2001
		From:				15-678								
(885) Prestwood Rd	0.16	330	R						NA			NA		08/27/2001
$\smile$		To-				Dead En	nd							

					Ca	ampbell C				- 17					
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	.1							1					
(886) Drummer St	0.10	46	R			De	ead End			NA			NA		08/24/2004
-		To From				0.10 M	IE Dead Er	nd							
886 Drummer St	0.06	<b>80</b>	R				70.501			NA			NA		08/24/2004
		From	1				JS 501	D.,							
(887)	0.22	NA				Doulida	ry Channel	DI		NA			NA		
		To	1			Cu	ıl-de-Sac								
(888) Hawkins Rd	1.03	410	R			D	ead End			NA			NA		08/17/2004
(888) Hawkins Rd	1.05	410 To				1	15 000						INA		00/17/200-
(888) Hawkins Rd	0.35	500 From	R				15-908			NA			NA		08/17/2004
		То	٠			1	US 29								
A Factor Marco Blanca	0.44	From				15-62	24 SOUTH			$\Box$			<b>N</b> IA		00/4 4/0004
(889) High View Place	0.14	140 To	R			15-62	24 NORTH	[		NA T			NA		08/14/2001
		From	:				ead End								
(890) Garrett Lane	0.40	50	R							NA			NA		07/17/2001
		To	1				15-600								
891) Back Alley	0.03	120	R			1	15-671			 NA			NA		08/24/2004
(891) Back Alley	0.00	To				1	15-838						IVA		00/24/2004
_		From				US 460	BUS SOU	ТН							
(892) Woodhaven Dr	0.11	570	R							NA			NA		09/09/2004
<u> </u>		From	_			1	5-1516			]					22/22/22
(892) Woodhaven Dr	0.15	280	R							NA 			NA		09/09/2004
(892) Woodhaven Dr	0.44	170	R			1	5-1517			NA			NA		09/09/2004
(892) Woodhaven Dr	0.44	To				US 460	BUS NOR	TH					INA		03/03/200-
		From	4			De	ead End								
893) Plateau Dr	0.20	90	R							NA			NA		09/09/2004
<u> </u>		From				0.20 M	IE Dead Er	nd							
893) Plateau Dr	0.30	<b>200</b>	R			1	15-725			NA			NA		08/17/2004
		From					01 SOUTH								
(894) Kelly Rd	0.40	100	R							NA			NA		07/28/2004
<u> </u>		То				US 50	01 NORTH	I							
(895) Lively Lane	0.10	From				1	15-664						NΙΔ		07/20/200
(895) Lively Lane	0.10	1700 To	R			Ţ	JS 501			NA			NA		07/28/2004
		From					ıl-de-Sac								
(896) Old Pocket Rd	1.02	250	R							NA			NA		07/16/2001
		To					SR 43								
(897) Pauls Rd	0.60	200	R			1	15-615			 NA			NA		08/10/2004
(897) Pauls Rd	0.00	To				De	ead End						1471		00/10/200
		From				1	15-680								
898) Trestle Rd	0.50	60	R							NA			NA		07/28/2004
		To					JS 501			<u> </u>					
(900)	0.06	10	R			Cu	ıl-de-Sac			 NA			NA		08/17/2004
899	0.00	To				1	15-896						. 4/ (		
		From				1	15-713								
900 Magnolia Dr	0.15	90	R							NA			NA		09/14/2004
		To	<u> </u>			De	ead End			_ _					

	AADT			Bus					QC		QK		AAWDT	QW	Year
					2Axle	9 3+Ax	de 1Trai	l 2Trai		Factor		Factor			
	From:				I	Dead End	1			<u> </u>					
0.25		R				15 612				NA			NA		08/14/2001
					Dood		2 MC			+					
0.13		R			Dead	Elia; O.1	.5 IVIS			NA			NA		08/20/200
						15 999									
0.13		R				13-000				NA			NA		08/20/200
	To:				C	Cul-de-Sa	с								
	From:					15-600									
0.35		R								NA			NA		08/17/200
					]		1								
0.20						15-655							NIA		00/04/000
0.30	110 To:	K			1	Dead End	1			NA			NA		08/24/200
										$\pm$					
0.25		R				Dead End	1			NA			NA		08/17/200
0.20	To:					15-682				i i					00/11/200
	From:					US 29									
0.34	120	R								NA			NA		08/27/200
	To:					15-907									
	From:					15-906									
0.06		R								NA			NA		08/27/200
0.67		_			Dead	End; O.6	7 MN						NIA		00/00/000
0.67	70	K								INA			NA		08/20/200
0.00	From:	_				15-888							NIA		00/00/000
0.22	7U To:	K			Dead	End: ∩ 2	2 MS			NA			NA		08/20/200
	From:				Deau		.2 IVIS			+					
0.11		R				13-090				NA			NA		07/18/200
	To:					15-700									
	From:					US 501									
0.68	48	R								NA			NA		08/17/200
	To:				I	Dead End	1								
	From:				]	Dead End	1								
0.08		R								NA			NA		08/24/200
0.69		D				15-750				NIA			NΙΔ		08/27/200
0.00	300 To:	ĸ				US 29							INA		06/21/200
	From:									+					
0.05		R				13-040				NA			NA		1998
	Tax				0.05	S ME 15	646								
0.15	From:	R			0.0.	) WIE 13-	040			NA			NA		1998
	To:				1	Dead End	1								
	From:				I	Dead End	i								
1.00	150	R								NA			NA		08/20/200
	To:					15-696				1					
	From:				I	Dead End	i								
0.25		R				10				NA			NA		07/28/200
0.40		_			1	Dead End	1						NI A		07/00/000
0.12	90	ĸ								<u>I</u> NA			NA		07/28/200
	0.30  0.25  0.34  0.06  0.67  0.22  0.11  0.68  0.08  0.68  0.15	0.25 50 To From:  0.13 80 To From:  0.13 80 To From:  0.35 90 To From:  0.30 110 To From:  0.25 90 To From:  0.06 60 To From:  0.07 70 To From:  0.11 150 To From:  0.08 110 To From:  0.08 300 To From:  0.11 150 To From:  0.11 To From:	0.25	0.25	0.25	No. 10	15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   1	No.   No.	0.25   50   Free   Dead End; O.13 MS   0.13   80   Free   I5-612   0.14   80   Free   I5-688   0.15   80   Free   I5-600   0.25   90   Free   I5-696   0.26   70   Free   I5-696   0.27   70   Free   I5-696   0.28   70   Free   I5-696   0.29   70   Free   I5-696   0.20   70   Free   I5-696   0.20   70   Free   I5-696   0.21   10   Free   I5-696   0.22   70   Free   I5-696   0.23   10   Free   I5-696   0.24   15   Free   I5-696   0.25   70   R   0.26   70   R   0.27   70   R   0.28   70   Free   I5-696   0.29   70   R   0.20   70   R   0.20   70   R   0.20   70   R   0.21   150   R   0.22   70   Free   I5-696   0.23   10   Free   I5-696   0.24   15   Free   I5-696   0.25   70   R   0.26   70   R   0.27   70   Dead End   0.28   70   Free   I5-696   0.29   70   Free   I5-646   0.10   70   Free   I5-646   0.11   70   Tree   I5-646   0.12   70   Free   I5-646   0.13   70   Free   I5-646   0.14   70   Free   I5-646   0.15   70   Free   I5-696   0.16   70   Free   I5-646   0.17   70   Free   I5-696   0.18   70   Free   I5-646   0.19   70   Free   I5-696   0.25   70   R   0.25   70   R   0.25   70   R   0.25   70   R   0.26   70   Free   I5-696   0.27   70   Free   I5-692   0.28   70   Free   I5-692   0.28   70   Free   I5-692   0.28   70   Free   I5-692   0.28   70   Free   I5-692   0.29   70   Free   I5-692   0.20   70   Free   I5-	15-612   15-612   15-612   15-612   15-888   15-888   15-888   15-800   15-800   15-800   15-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   10-800   1	15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   15-613   1	15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   1	15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   15-612   1	0.25   50   R	0.25   50   R

					Ca	mpbell	Operatio	nai Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County																
(917) Railview Rd	1.63	From <b>600</b>	G	94%	3%	US 0%	501 SOUT 1%	<u>н</u> 2%	0%	F	0.144	F	0.587	610	G	2005
917) raiiview ra	1.00	To	<u> </u>	O-170	070	070		270	070	•	J.1.	•	0.007	010	Ü	2000
917) Railview Rd	0.91	990 From	G	94%	3%	0%	15-605 1%	2%	0%	С	0.127	F	0.693	1000	G	2005
917)		To					501 NORT									
		From					15-752									
(918) Pine Acres Dr	0.25	120	R								NA			NA		05/30/200
		To	<u> </u>			]	Dead End									
Minnes I and	0.50	From					15-615							NIA		07/40/000
(919) Mimosa Lane	0.50	<b>70</b>	R			1	Dead End				NA			NA		07/10/200
		From	1				Dead End									
(920) Lavender Lane	0.45	140	R				Dead End				NA			NA		07/28/2004
(320)		To					15-696									
		From					15-670									
(921) Candlemakers Lane	0.48	170	R								NA			NA		08/29/200
$\overline{}$		То				]	Dead End									
O =		From				]	Dead End									
(923) Elmwood Lane	0.32	<b>90</b>	R			***	20 111 1 7				NA			NA		08/20/200
						US	29 Wards F	Ka								
924) Brentwood Lane	0.22	70	R				US 29				 NA			NA		07/28/2004
(924) Brentwood Lane	0.22	To	$\overline{}$			1	Dead End							INA		01/20/2004
		From	:				15-605				1					
925) Yuille Lane	0.39	160	R				13-003				NA			NA		08/14/200
(323)		To				]	Dead End									
		From					15-721									
(926) Carriage Lane	0.14	50	R								NA			NA		07/09/2001
$\bigcirc$		То				]	Dead End									
$\circ$		From					15-648									
(927) Burnt House Rd	0.15	130 To	R								NA			NA		07/17/2001
		10	1				Dead End									
Town of Brookneal		From	1			1	Dead End									
928) Booker Rd	0.05	650	R				Jean Line				NA			NA		08/24/2004
020		To					US 501									
Campbell County																
<u> </u>	0.40	From					15-725									00/47/000
929 Daddy Rabbit Lane	0.10	90 To	R			1	Dead End				NA			NA		08/17/2004
		From									+					
(930) Plantation Dr	0.15	120	R				Cul-de-Sac				NA			NA		08/29/200
930) 1 13.113.115.11 21	00	To	·				15-680									00/20/200
		From				]	Dead End									
(931) Pebble Rd	0.35	40	R								NA			NA		08/10/2004
$\bigcirc$		To					15-651									
		From					15-652									
(932) Ivy Knoll Dr	0.22	100	R								NA			NA		08/14/2001
		То	<u> </u>				Dead End									
Thomas illa Dil	0.00	From	بِ			]	Dead End							NI A		4000
933 Thomasville Rd	0.03	<b>20</b>	R				US 501				NA			NA		1998
		From				,					<u> </u>					
934) Berkeley Ln	0.20	100	R				Dead End				 NA			NA		08/17/2004
934) 55110109 211	0.20	To					15-811							13/7		33,11,200
							011									

Length	AADT	QA	4Tire I	Bus				(.)(.)	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:								1					
0.10	220	R			Dead I	End			NA			NA		08/17/200
	To				15-68	32								
	From:				Dead I	End								
0.61	160	R							NA			NA		07/10/200
0.07		_			US 2	.9						NIA		00/07/000
0.07	130 To:	ĸ			Dead I	End			NA T			NA		08/27/200
	From:								l					
0.30	80	R			Dead I	Silu .			NA			NA		07/28/200
	To:				15-68	30								
	From:				Dead I	End								
0.25	450	R							NA			NA		07/17/200
	To:				15-64	18								
	From:				Dead I	End								
0.25		R			15 5	20			NA			NA		09/17/200
0.43		ь			Dead I	End			NIA			NΙΛ		08/17/200
0.43	To-	K			15-69	94						INA		00/17/200
	From:								T					
0.10	20	R			Dead I	Sild			NA			NA		1993
	To:				15-64	10								
	From:				Dead I	End								
0.10	40	R							NA			NA		08/24/200
	To				15-63	33								
	From:	_			15-70	)1			_]					
0.40		R			D 11	7 1			NA			NA		07/28/200
0.20		R			15-69	90			NΑ			NΔ		09/09/200
0.20	To:				Dead I	End			┪```			1471		00/00/200
	From:				Dead I	End								
0.08	NA								NA			NA		
	To:				15-622 Wate	erlick Rd								
	From:				15-683 Law	vyers Rd								
0.30									NA			NA		
0.00		_			Dead I	End						NIA		00/00/000
0.08		ĸ							NA			NA		09/26/200
0.00	From:				15-67	70						NIA		00/00/000
0.20		К			Dead I	End			NA T			NA		09/26/200
									1					
0.15		R			Dead I	ena			NA			NA		1998
0.10	To:				US 50	01			٦̈́`			107		1000
·	From													
0.16	800	R							NA			NA		08/24/200
	To:				Dead I	End		_						
	From:				15-68	31								
0.11	410	R							NA			NA		09/14/200
0.25	100	R			Dead I	End		-	NA			NA		07/09/200
												NI/		117/09/200
	0.10  0.61  0.07  0.30  0.25  0.43  0.10  0.40  0.20  0.08  0.30  0.08  0.20  0.15	0.10 220 To- Prome  0.61 160 To-  0.07 130 To- Prome  0.30 80 To- Prome  0.25 450 To- Prome  0.43 70 To- Prome  0.40 60 To- Prome  0.40 60 To- Prome  0.40 70 To- Prome  0.40 60 To- Prome  0.40 70 To- Prome  0.40 60 To- Prome  0.40 70 To-	O.10   220   R	O.10   220   R	Company   Comp	Company   Comp	Dead End   Dead End   Dead End	Carry   Carr	Dead End   Dead End	Continue	Dead End   Dead End	Dead End   Dead End	Dead End   Dead End	Dead Find

Route	Lenath	AADT	QA	4Tire	Bus		Trucl			QC	K	QK	Dir	AAWDT	QW	Year
Campbell County	Longar				240	2Axle	3+Axle 1	Trail	2Trail	40	Factor	٠.,	Factor		٠,,	ioai
Cambbell County		From				S	R 24									
(1002)	0.27	100	R				15.1				NA			NA		09/18/200
							ad End									
(1000)	0.08	40	R			Cul-	-de-Sac				NA			NA		09/18/200
(1003)	0.00	To				15	-1002				<b>–</b>			1471		00/10/200
		From				Dea	ad End									
(1005) Cardwell Ln	0.01	30	R								NA			NA		09/25/200
		To From				15	-1006				$\exists$ —					
1005) Cardwell Ln	0.09	80	R								NA			NA		07/09/200
<u> </u>		То				15	5-737									
O and and Bu	0.00	From	<u> </u>			15	-1005							N10		07/00/000
1006 Garland Dr	0.20	30 To	R			15	-1007				NA T			NA		07/09/200
		From	<u> </u>													
1007)	0.01	1	R			Dea	ad End				NA			NA		09/18/200
(1007)		To	_			15	-1006									
(1007) Drury Rd	0.10	30 From	R			13	-1000				NA			NA		09/18/200
,		To				15	5-737									
		From				Cul-	-de-Sac									
(1010)	0.35	120	R								NA			NA		07/28/200
<u> </u>		То				15	5-651									
	0.00	From				Cul-	-de-Sac									07/00/000
1011)	0.06	<b>30</b>	R			15	-1010				NA			NA		07/28/200
		From					-de-Sac									
(1015)	0.29	90	R			Cui-	-ue-sac				NA			NA		09/14/200
1010		To				15	5-836									
_		From				Cul-	-de-Sac									
1016) Kiowa Rd	0.32	48	R								NA			NA		07/26/200
<u> </u>		To				U	S 460									
Cinala Da	0.00	From	<u> </u>			U	S 460							NIA		07/26/200
1017 Circle Dr	0.20	360 To	R			15	-1019				NA T			NA		07/26/200
		From					9 SOUTH									
1018)	0.59	160	R			15 101	7500111				NA			NA		07/26/200
		To				15-101	9 NORTH									
		From				Dea	ad End									
1019 Westview Cir	0.09	40	R								NA			NA		07/26/200
<u> </u>		To From				15	-1017				_					
(1019) Westview Cir	0.10	140	R								NA			NA		07/26/200
<u> </u>		To From				15	-1020									
(1019) Westview Cir	0.15	110	R								NA			NA		07/26/200
<u> </u>		To From				15-101	8 SOUTH									
(1019) Westview Cir	0.15	110	R								NA			NA		07/26/200
<u>~</u>		To From				15-101	8 NORTH									
(1019) Westview Cir	0.18	<b>70</b>	R				15.1				NA			NA		07/26/200
			<u> </u>				ad End									
(1020) Lake Pl	0.07	From	R			Cul-	-de-Sac				NI A			NA		07/26/200
(1020) Lake Pl	0.07	<b>90</b>	K			15	-1019				NA T			INA		07/26/200
		From	·				5-662				1					
(1023) Settlers Row	0.23	70	R			1.	. 002				NA			NA		05/30/200
		To				Cul-	-de-Sac									

						mpbell OperationTru			K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		QC	Factor	QK	Factor	AAWDT	QW	Year
Campbell County		From				Cul-de-Sac			Ī					
(1024)	0.53	200	R			Cur do Suo			NA			NA		05/30/2001
<u> </u>		To				15-662								
$\bigcirc$	0.33	From				15-1026						NΙΔ		00/19/2004
(1025)	0.33	<b>30</b>	R			Cul-de-Sac			NA			NA		09/18/2001
		From				Cul-de-Sac								
(1026)	0.11	20	R						NA			NA		09/18/200
<u> </u>		To				15-1025								
	0.00	From				15-1024						NIA		00/40/000
(1027)	0.09	<b>30</b>	R			Cul-de-Sac			NA			NA		09/18/200
		From				US 501; 15-869	)							
(1029) Opossum Creek Ln	0.08	30	R			05 301, 13 007			NA			NA		08/29/200
		To				Dead End								
		From				Dead End								
(1030)	0.13	60	R			15.65			NA			NA		08/27/2001
		From				15-667								
(1031)	0.26	80	R			Cul-de-Sac			NA			NA		09/07/2004
(1031)	0.20	To	Ė			15-726			Ť`					00/01/200
		From				Cul-de-Sac								
(1032)	0.40	NA							NA			NA		
$\overline{}$		То				15-00726(B)/								
$\bigcirc$		From				SR 24 Colonial Hy	wy							
(1034)	0.22	NA To				Cul-de-Sac			NA			NA		
		From				US 460								
(1035) Dianne Dr	0.28	170	R			03 400			NA			NA		07/24/200
1.000		To				Cul-de-Sac								
		From				15-884 Bocock R	d							
1036	0.53	110	R						NA			NA		09/07/2004
		То				Cul-de-Sac			<u> </u>					
	0.07	From <b>NA</b>				Cul-de-Sac			NA			NA		
(1037)	0.07	To	:			15-1036						INA		
		From				Cul-de-Sac								
(1040) Doewood PI	0.16	240	R						NA			NA		05/30/200
		To				15-799								
		From				Cul-de-Sac								
1043 Cresthaven Ter	0.42	380 <sub>To</sub>	R			15-623			NA			NA		08/01/2001
		From												
(1044)	0.34	280	R			15-1043			NA			NA		08/01/2001
(1044)	0.0 .	To				Cul-de-Sac								00/01/2001
		From				15-1044								
1045)	0.22	450	R						NA			NA		08/01/2001
		To				15-1045								
	0.00	From	<u> </u>									NIA		00/04/2004
1046	0.08	<b>70</b>	R			Cul-de-Sac			NA			NA		08/01/2001
Town of Brookneal						Can do Bao								
		From				US 501								
(1101) Charlotte St	0.29	780	R						NA			NA		08/08/2001
<u> </u>		To From				15-1130			$\exists$					
(1101) Charlotte St	0.05	260	R						NA			NA		08/08/2001
		To				0.05 ME 15-1130	0							

Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal		From	:			0.05 M	E 15-113	0								
Charlotte St	0.09	<b>47</b>	R			Day	ad End				NA			NA		08/24/2004
		From	:				-1147				+					
(1102)	0.04	490	R								NA			NA		08/31/2004
$\overline{}$		From		222/			-1111					_				
(1102)	0.10	1200	G	98%	1%	0%	0%	0%	0%	С	0.096	F	0.542	1200	G	2005
(1102)	0.48	440 From	G	98%	1%	0%	-1125 0%	0%	0%	F	0.117	F	0.655	450	G	2005
(1102)	0.10	280 From	R			15	-1133				NA			NA		08/31/2004
_	0.44	From				0.10 M	E 15-113	3						NIA		00/04/000
(1102)	0.14	280 To	R			Dea	ad End				NA			NA		08/31/2004
<u> </u>		From				15	-1104									
(1103) W Rush St	0.05	260	R								NA			NA		08/14/2001
(1103) W Rush St	0.06	600 From	R			15	-1135				NA			NA		08/08/2001
		From				US	S 501				$\neg$ —					
1103 E Rush St	0.06	1300	R								NA			NA		08/14/2001
(1103) E Rush St	0.08	800	R			15	-1141				NA			NA		08/14/2001
(1103) L Kusii St	0.00	To				15	-1111							INA		00/14/2001
O 5 1 6		From				Dea	ad End									22/1/222
(1104) Bank St	0.09	110	R								NA			NA		08/14/2001
(1104) Bank St	0.23	90 From	R			15	-1120				NA			NA		08/14/2001
		To From				15	-1103				_					
1104 Bank St	0.07	<b>60</b>	R			1.5	1120				NA			NA		08/14/2001
		From	:				-1128 S 501				1					
(1105) Marshall St	0.09	50	R								NA			NA		07/31/2001
		From				15	-1132				<u> </u>					00/04/000
Marshall St	0.09	60	R								NA			NA		08/31/2004
(1105) Marshall St	0.06	48 From	R			15	-1130				NA			NA		08/31/2004
$\bigcup$		To					ad End									
(1106) Mattox St	0.14	50	 R			Dea	ad End				 NA			NA		08/08/2001
(1106)a.t.ext 61		То	_			15	-1124				~ <u>~</u>					
(1106) Mattox St	0.16	<b>220</b> From	R								NA			NA		08/08/2001
		From					S 501									
(1107)	0.03	10	R			Dea	ad End				NA			NA		08/31/2004
		To From				15	-1125									
(1107) Church St	0.14	70	R								NA			NA		07/31/2001
(1107) Church St	0.17	250 From	R			15	-1137				NA			NA		07/31/2001
Church St	0.17	<b>230</b>				15	-1102							INA		01/01/2001
		From				US	S 501									
1108 Terry Rd	0.12	170	R								NA			NA		07/31/2001
(1108) Terry Rd	0.04	10 From	R			15	-1132				NA			NA		08/24/2004
100)	J.0-1	To				Dea	ad End									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal		From:				US 501				<del>- 1</del>					
(1109) Earl St	0.13	110	R			05 301				NA			NA		07/31/200
		To				15-1132									
(1110) Carson St	0.26	From: <b>80</b>	R			Dead End				NA			NA		07/31/200
		To:				15-1134				_					
1110 Jarvis St	0.06	130 To:	R			15 1100				NA			NA		07/31/200
		From:				15-1102 US 501									
(1111) Main St	0.23	1900	G	98%	0%	1% 0%	0%	0%	F	0.112	F	0.515	1900	G	2005
$\bigcirc$		To: From:				15-1115; 15-11	38								
1111 Main St	0.27	2400 To:	G	98%	0%	1% 0% SR 40	0%	0%	С	0.100	F	0.502	2400	G	2005
		From:				US 501									
(1112) Foundry St	0.06	580	R			05 301				NA			NA		07/31/200
$\frac{\bigcirc}{\bigcirc}$		To: From:				15-1141									
1112 Foundry St	0.06	140 To:	R			Dead End				NA			NA		07/31/200
		From:				SR 40									
(1113) Clark St	0.24	120	R							NA			NA		08/08/200
		To:				Dead End									
(1114) W Williams St	0.06	From: 40	R			15-1143				l NA			NA		08/08/200
		To:				15-1121									
(1114) W Williams St	0.07	30 From:	R			10 1121				NA			NA		08/08/200
<u> </u>		To- From:				SR 40									
E Williams St	0.11	100 To:	R			15-1144				NA			NA		08/08/200
		From:				US 501									
(1115) Old Main St	0.28	190	R							NA			NA		08/31/200
		From:				15-1117				<u> </u>					22/21/222
(1115) Old Main St	0.17	310 To:	R			15-1111; 15-11	38			NA T			NA		08/31/2004
		From:				US 501									
(1116) Caroline Ave	0.12	240	R							NA			NA		07/31/200
	0.05	From:	_			15-1132				⇉┈					07/04/000
(1116) Caroline Ave	0.05	230	R							NA			NA		07/31/200
(1116) Caroline Ave	0.08	190	R			0.05 ME 15-11	32			NA			NA		07/31/200
		To:				15-1145									
(1116) Caroline Ave	0.03	300 From:	R							NA			NA		07/31/200
		To:				Cul-de-Sac									
(1117) Adams Ferry Rd	0.09	40 From:	R			15-1115				NA			NA		08/31/2004
,		To				Dead End									
Cmith Ct	0.00	From:	Б			US 501				NIA.			NI A		00/4/4/000
Smith St	0.09	460	R			Dead End				NA 			NA		08/14/200
		From				SR 40									
(1119) Webb St	0.09	60	R							NA			NA		08/06/200
) Walth C:	0.00	From:	_			15-1114				$\rightrightarrows$			<b>.</b>		00/00/000
(1119) Webb St	0.06	40 To:	R			15-1132				NA			NA		08/06/2001

					Ca			ional Area							
Route	Length	AADT	QA	4Tire	Bus			Truck le 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal		From				Т	Dead End	1		1					
(1120)	0.03	20	R				Dead Ello			NA			NA		08/14/2001
		To					15-1104								
O		From	<u> </u>				SR 40			<u> </u>					
(1121) Water St	0.08	150 To	R				15-1114			NA			NA		08/06/2001
		From	I				Juniper C	THE DA							
(1122) Laprade St	0.07	46	R			13-001	Junper C	JIII Ku		NA			NA		07/31/2001
		To	-				15-1123								
(1122) Laprade St	0.05	30 From	R							NA			NA		07/31/2001
		То				I	Dead End								
<u> </u>		From	<u> </u>			15-601	Juniper C	liff Rd							
(1123) Sycamore St	0.15	40 To	R				15-1122			NA			NA		07/31/2001
		From	I					1		1					
(1124) West End St	0.06	160	R			1	Dead End			NA			NA		08/08/2001
(1124)		To					15-1106								
		From					15-1107								
(1125) Brook St	0.17	100	R							NA			NA		07/31/2001
<u> </u>		To From					15-1137								
1125 Brook St	0.19	200 <sub>To</sub>	R				15 1100			NA			NA		07/31/2001
		From					15-1102								
(1126) Foster St	0.10	80	R				15-849			 NA			NA		07/31/2001
1120 1 3010. 31	00	То					15-1127								0.70.7200
		From					15-1126								
(1127) Hale St	0.15	50	R							NA			NA		07/31/2001
		To					Dead End								
	0.05	From <b>60</b>	R				15-1104			 NA			NA		08/14/2001
1128	0.05	To					US 501						INA		06/14/200
		From					SR 40			Ì					
(1129) Pick St	0.10	20	R							NA			NA		08/06/2001
		To					15-1144								
0 1 10	2.22	From					15-1148			$\Box$					00/04/000
Southeast St	0.02	220	R							NA 			NA		08/31/2004
(1130) Southeast St	0.05	180 From	R				15-1139			NIA.			NA		08/31/2004
(1130) Southeast St	0.05	100								NA			INA		00/31/2004
(1130) Southeast St	0.06	270 From	R				15-1131			NA			NA		08/31/2004
(1130) Codificact Ct	0.00	ZI U					15 1101						1471		00/01/200
(1130) Southeast St	0.06	110 From	R				15-1101			NA			NA		08/31/2004
		To					15-1105								
(1130) Southeast St	0.04	30 From	R				15 1105			NA			NA		08/31/2004
		То				I	Dead End								
		From	<u> </u>				15-1130			J					
(1131)	0.25	190	R						 	NA 			NA		08/06/2001
$\bigcirc$	0.00	From	Ĺ				15-1136			<u> </u>			N 1 ^		00/00/000
(1131)	0.06	210 To	R				SR 40			NA T			NA		08/06/2001
		From				15_111	16 Carolin	ne Ave							
(1132) C F Gray St	0.05	40	R			1,7-111	. J Caronn			NA			NA		07/31/2001
		To				15-1	1108 Terr	y St		¬—					
(1132) C F Gray St	0.11	60 From	R							NA			NA		07/31/2001
$\overline{}$		To				15-	1109 Earl	St							

								ational Ar								
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra	Ω	C F	K actor	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal		Fron					15-110	)5			1					
(1132) W Forest St	0.06	70	R				13-110	13			NA			NA		08/06/200
$\bigcirc$		Tr From				15-	-1101 Cha	rlotte St								
(1132) W Forest St	0.11	120	R								NA			NA		08/06/200
<u> </u>		To Fron					15-113	39			}—					
(1132) W Forest St	0.06	110	R								NA			NA		08/05/200
W Farrat Ct	0.00	From	1				15-1143 L	acy St			<u> </u>			NIA		00/00/000
W Forest St	0.08	110	R								NA			NA		08/06/200
(1132) W Forest St	0.07	110	R				15-111	<u>.9</u>			NA			NA		08/06/200
(1132) W Forest St	0.07	т.					CD 40							1471		00/00/200
(1132) E Forest St	0.07	90 From	R				SR 40	,			NA			NA		08/06/200
		Тъ				<del></del> ,	0.07 ME S	SR 40			<b>—</b>					
(1132) E Forest St	0.01	10 From	R								NA			NA		08/06/200
$\frac{\mathcal{C}}{\mathcal{C}}$		Te Fron					0.08 ME S	SR 40			}—					
(1132) E Forest St	0.02	10	R								NA			NA		08/06/200
		To					15-114				<u> </u>					
(1133) Reke Owen St	0.27	80	R				15-110	)2			J NA			NA		07/31/200
(1133) Trone Swort St	0.27	Ti-					Dead E	nd								017017200
		Fron					Dead E	nd								
1134) Barksdale St	0.09	45	R								NA			NA		07/31/200
		Te					15-111									
(1135) Carolina Ave	0.09	180	R				Dead E	nd			J NA			NA		08/14/200
(1135) Carolina Ave	0.00	To					15-110	)3								00/1 1/200
		Fron					Dead E	nd								
(1136) Daniel St	0.03	20	R								NA			NA		08/24/200
<u> </u>		To					15-113									
(1137) Third St	0.09	90	R				15-112	25			J NA			NA		07/31/200
(1137) Third St	0.00	- TO					15 11(							1471		077017200
(1137)	0.04	48 From	R				15-110	<i>11</i>			NA			NA		07/31/200
		To					15-114	12								
<u> </u>		Fron					Dead E	nd								
1138 Todd St	0.12	1700 To	R			1	5-1111; 1;	5 1115			NA 1			NA		07/31/200
		Fron					US 50				 					
(1139) Harrison St	0.15	370	R				03 30	1			NA			NA		08/31/200
		To					15-113	32			<b>—</b>					
(1139) Harrison St	0.05	<b>330</b> From	R								NA			NA		08/31/200
$\overline{}$		To Fron					15-114	10			}—					
(1139) Willow Ln	0.07	280	R								NA			NA		08/31/200
<u> </u>		To					15-113									
(1140) Lynn St	0.11	20 From	R				15-110	)1			J NA			NA		07/31/200
-,	V.11	т					15-113	20			 —			. 4/ (		5.,5,,200
(1140) Lynn St	0.06	20 From	R		-		13-113	17			NA			NA		07/31/200
<u> </u>		To				_	15-114	13			1					_
<u> </u>		Fron					15-111	2								
(1141) Alabama Ave	0.07	130	R						 		NA -			NA		07/31/200
Alohama A	0.05	Fron	_				15-110	)3						N.I.A		07/04/000
(1141) Alabama Ave	0.05	450	R			—	Dead E	ind			NA T			NA		07/31/200
							Deau E	IICI			1					

Route	Lenath	AADT	QA	4Tire			Truck-			QC	K	QK	Dir	AAWDT	QW	Year
Town of Brookneal					 2A:		-Axle 1T	rail	2Trail		Factor		Factor			. 50.
	0.07	40	R			Dead	End				NA			NA		07/31/2001
(1142) Central St	0.07										INA			INA		07/31/2001
(1142) Central St	0.15	140	R		 	15-1	137				NA			NA		07/31/2001
1142) Geritian Gt	0.10	To				15-1	102							1471		0770172001
		From				15-1	114									
(1143) Lacy St	0.05	10	R								NA			NA		08/24/2004
$\overline{}$		To From				15-1	132				_					
(1143) Lacy St	0.05	10	R								NA			NA		08/24/2004
		To				15-1										
Pivereide Dr	0.06	From	R		 	15-1	129							NA		00/06/2001
(1144) Riverside Dr	0.06				 						NA			INA		08/06/2001
(1144) Riverside Dr	0.07	From From	R		 	15-1	114				NA			NA		08/06/2001
(1144) Riverside Di	0.07	To			 	15-1	132							INA		00/00/2001
		From	İ			US 5					i					
(1145) Parkway Dr	0.20	130	R								NA			NA		07/31/2001
		To From	-			15-1	146				_					
(1145) Parkway Dr	0.11	10	R								NA			NA		07/31/2001
$\overline{}$		To				15-1	116									
O 20:		From			 	Dead	End									
1146 B St	0.12	<b>20</b>	R		 	15-1	1.45				NA			NA		08/24/2004
		From	1		 						1					
(1147) Commerce St	0.02	220	R			15-1	103				NA			NA		08/14/2001
(1147) ************************************		To				15-1	102									
		From				15-1	130									
(1148)	0.05	230	R								NA			NA		08/31/2004
		To				Dead	End									
	0.05	From	<u> </u>		 	US 5	501							NIA		00/44/0004
(1149)	0.35	<b>220</b>	R		 	Dead	End				NA			NA		08/14/2001
Campbell County						Deua	Liid									
		From				Cul-de	-Sac									
(1150) Village Terrace	0.28	80	R								NA			NA		07/18/2001
		То			 	SR										
	0.12	NA From			 	Cul-de	-Sac				NA			NA		
1154	0.12	To			 15-69	93 Chane	el Grove Rd	ı						INA		
		From			10 0)	Cul-de		•								
(1155)	0.32	220	R			our de	Bue				NA			NA		08/22/2001
$\cup$		То				15-6	83									
		From				15-6	82									
(1160) Gateway Hills Rd	0.34	130	R		 						NA			NA		08/22/2001
		To			 <del></del>	Cul-de										
	0.72	570	R		 	15-6	84				NA			NA		09/09/2004
(1164)	0.72	To			 	Cul-de	-Sac							INA		03/03/2004
		From				15-1					ì					
1165	0.62	230	R								NA			NA		09/14/2004
$\overline{}$		To				Cul-de	-Sac									
$\widehat{}$		From				Cul-de	-Sac									
(1166)	0.57	NA			 		164				NA			NA		
		То	<u> </u>		 	15-1	164									

					Oa		perational								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County															
(1190) Fernbrooke Dr	0.23	From:	R			U	IS 29			NA			NA		08/22/200
1190) T CITIBIOORC BI	0.20	To				Cul-	-de-Sac			<b>–</b>			14/1		00/22/200
		From:				15	5-733								
(1312) Woodruff Dr	0.15	60	R							NA			NA		07/18/200
		To				Dea	ad End								
$\sim$		From				Dea	ad End								
1318) Oak Ridge Dr	0.56	310 To:	R			1.0	7.714			NA			NA		07/24/20
		From					5-714								
1326) Hogan Hill Lane	0.17	70	R			Dea	ad End			NA			NA		07/24/20
Hogan Hill Lane	0.17	To				S	R 43			<b>–</b>			14/1		01/2-1/20
		From					5-712								
1328) Dewberry Lane	0.17	10	R							NA			NA		08/27/20
		To				Dea	ad End								
		From:				15	-1332								
1330)	0.07	70	R							NA			NA		07/24/20
<u> </u>		To					-de-Sac								
1331) Gibson Rd	0.42	From	Ļ			Dea	ad End						NA		07/46/20
Gibson Rd	0.13	110	R			15	5-710			NA			INA		07/16/20
		From:					-1337								
1332) Holly Hills Dr	0.16	270	R			13	-1337			NA			NA		07/24/20
1502)		To				15	-1333								
1332) Holly Hills Dr	0.28	510	R			13	-1333			NA			NA		07/24/20
1332) 1 1011) 1 11110 21	0.20	To:	Ė			FF	R-626								0.72.720
		From				Dea	ad End								
1333) Quail Ridge Dr	0.11	100	R							NA			NA		07/24/20
$\bigcirc$		To:	-			15	-1335			_					
1333) Quail Ridge Dr	0.12	180	R							NA			NA		07/24/20
		To				15	-1332								
$\bigcirc$		From				15	-1332								
1334 Three Chop Cir	0.08	30 To:	R			0.1	1.0			NA			NA		07/24/20
							-de-Sac								
1335) Whistpering Pine Cir	0.08	From:	R			15	-1333			NA			NA		07/24/20
1335 Willstpering Fille Cil	0.00	To:	- N			Cul-	-de-Sac						INA		01/24/20
		From					-1332								
1336) Glade Ct	0.13	60	R				1002			NA			NA		07/24/20
		To				Cul-	-de-Sac								
		From				Cul-	-de-Sac								
1337) Chimney Ridge Ct	0.24	120	R							NA			NA		07/24/20
<u> </u>		To				15	-1332								
$\bigcirc$		From	<u> </u>			15	-1339								0=/0.4/0.0
1338)	0.44	160	R			1.5	7.000			NA			NA		07/24/20
			1				5-896								
1220	0.47	From:	R			15	-1338			NA			NA		07/24/20
1339	0.71	To:				Cul-	-de-Sac						1 1/-1		31127/20
		From	1				5-699			1					
1340) Levonne St	0.08	120	R			1.	, 3,,,			NA			NA		08/27/20
		To				15	-1341								
		From				Dea	ad End								
(1341) Gail Ln	0.04	48	R							NA			NA		08/27/20
$\overline{}$		To				15	-1340								

Length	AADT	QA	4Tire	Bus			rucke e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:	i				15 1240									
0.05		R R				15-1340				NA			NA		08/27/200
	To					Dead End									
	From:					15-692									
0.12		R				D 1E 1				NA			NA		08/20/200
		l								+					
0.74		R				15-623				NA			NA		09/14/200
	To:				Bedfe	ord County	Line								
	From:					15-1581									
0.50	90	R								NA			NA		09/14/200
	From:					15-1404				_					
0.09	280	R								NA			NA		09/14/200
	From:					15-1403				⊒					00/11/00
0.12		R				15 601				NA			NA		09/14/200
		l													
0.18		R				Dead Elid				NA			NA		08/14/200
	To					15-1403									
0.10	310 From:	R				13-1403				NA			NA		08/14/200
	To:					15-681									
	From:					15-1401									
0.15	110	R								NA			NA		08/14/20
		<u> </u>													
0.03						15-1401				NΔ			NΙΔ		08/14/20
0.03	To:	<u> </u>				Dead End							INA		00/14/200
	From:														
0.14	130	R								NA			NA		08/14/200
	To:					15-858									
	From:	L				Dead End				]					
0.13	590	R								NA —			NA		08/27/200
0.00	From:	ــِـــ				15-1421							NIA		00/07/00/
0.20	870	K								NA			NA		08/27/200
0.25		<u> </u>				15-679							NΙΛ		08/27/200
0.33	250									- INA			INA		00/21/200
0.20	From:	L				15-1416				NA.			NΙΔ		08/27/200
0.20	To:	<u> </u>				Dead End							IVA		00/21/200
	From:					Cul-de-Sac									
0.31	140	R								NA			NA		08/14/200
	To					15-681									
	From:					15-679									00/07/00
0.37	20	R								NA —			NA		08/27/200
0.07	From:	Ļ			0.3	7 MN 15-6	579						NIA		00/07/00/
0.07	50 To-	K				15-1408				INA			NA		08/27/200
	From:	! 			Qr.		ıro			+					
0.30		R			30	L Lynchou	···s			NA			NA		08/29/200
	To:				SC	CL Lynchbu	ırg								
	From					15-677									
0.40	350	R								NA			NA		08/29/200
	To					15-1420				$\neg$					
0.09	90 From	R				13-1420				NA			NA		08/29/200
	0.05  0.12  0.74  0.50  0.09  0.12  0.18  0.10  0.15  0.03  0.14  0.35  0.20  0.31  0.37  0.07	0.12 250 10:  0.74 190 10:  0.74 190 10:  0.50 90  0.09 280  0.12 230 10:  From:  0.18 140  0.10 310 10:  From:  0.15 110 10:  From:  0.14 130 10:  From:  0.13 590  0.20 870  0.20 870  0.31 140 10:  From:  0.31 140 10:  From:  0.37 20  0.37 20  0.30 30 10:  From:  0.30 30 10:  From:  0.31 140 10:  From:  0.33 250 10:  0.34 150 10:  From:  0.35 250 10:  0.36 750 10:  0.37 20 10:  0.38 750 10:  0.39 750 10:  0.30 30 10:  From:  0.30 30	0.05	0.05	0.05	O.05   50   R	15-1340	15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   15-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1340   13-1	15-1340   15-1340   15-692   15-692   15-1404   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623   15-623	15-1340   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17-28   17	15-1340	15-1340	15-1340	2Ay86 34-Ay86 11 rat   21 rat   Factor   Factor	15.1431

					Co	IIIIPDCI	Opera	ional Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1				15 1410									
(1420) Little Raven Dr	0.07	30	R				15-1419				NA			NA		1998
		To					Dead En	i								
<u> </u>		From	<u> </u>				15-1408				<u> </u>					
Holcombe Rd	0.19	130 To	R				15-1422				NA			NA		08/27/200
		From					Dead En				+					
(1422) Hopkins Rd	0.30	170	R				Dead Lin				NA			NA		08/27/200
		To From	-				15-1421									
1422) Hopkins Rd	0.10	190	R								NA			NA		08/27/20
<u> </u>		To					15-679									
Classian Circle	0.00	From	ᆫ			15-1	423 Begir	Loop						NIA		00/00/00
1423 Clearview Circle	0.63	160	R								NA			NA		08/29/20
1423) Clearview Circle	0.06	320 From	R				15-1424				NA			NA		08/29/20
(1423) Clearview Circle	0.00	320									INA			INA		00/29/200
1423) Clearview Circle	0.07	370 From	R			15-	1423 End	Loop			NA			NA		1998
Clearview Circle	0.01	To					15-677				<b>–</b>			14/1		1000
		From					15-1423									
1424) Idaho Rd	0.03	40	R								NA			NA		1998
$\bigcirc$		To					Cul-de-Sa	ıc								
Müldəsə Bd	0.57	From	Ļ				Cul-de-Sa	ıc						NIA		4000
Wilderness Rd	0.57	<b>250</b>	R				15-677				NA			NA		1998
		From					15-1423				+					
1426) Kaela Dr	0.09	180	R				13-1423				NA			NA		1998
		To					15-1425									
		From				Е	CL Lynchl	ourg								
1428 Edgewood Dr	0.16	340	R								NA			NA		08/29/20
<u> </u>		To	<u> </u>				15-1431									
1429) Myrtle Lane	0.32	40	R			S	CL Lyncht	ourg			NA			NA		08/29/20
Myrtle Lane	0.52	To				SO	CL Lyncht	ourg						INA		00/29/200
		From	1				Dead En				1					
1430) Quartz Rd	0.06	8	R								NA			NA		08/27/20
$\bigcup$		To					US 29									
$\bigcirc$		From	<u> </u>				Dead En	il								00/00/00
1431)	0.06	110	R								NA			NA		08/29/200
$\overline{}$	0.00	From	ᄂ				15-1428							NIA		00/00/00
1431)	0.09	120 To	R				Dead En	1			NA			NA		08/29/200
		From					Dead En									
1433) Rangoon St	0.28	480	R				Dead En				NA			NA		08/27/20
		To	·				US 29									
		From				15-738	English T	avern Rd								
1434	0.68	NA									NA			NA		
		To					15-1435				_					
1425	0.59	NA From					15-1434				NA			NA		
1435	0.00	To					15-1434							1 1/7		
		From					Cul-de-Sa				j					
1436	0.13	NA									NA			NA		
$\subseteq$		To					15-1434									
		From				_	Cul-de-Sa	ıc	_	_						
(1437)	0.13	<b>NA</b>					15 1425				NA			NA		
-		10					15-1435									

Route	Length	AADT	QA	4Tire	Bus		xle 3+A			$\cap$	, K Fact	C	QΚ	Dir Factor	AAWD	T QW	/ Year
Campbell County			ā			24.			II Z I I	ali	rac	.UI		racioi			
(1450) Brookwood Dr	0.35	From:	L				Dead En	d			 N/				NA		1998
(1450) Brookwood Dr	0.55	To-	<u> </u>				15-680					`			IVA		1000
		From:					15-670										
(1471) Chinkapin Rd	0.11	100	R								N/	١.			NA		08/29/2001
<u> </u>		To:					15-1472										
Cldss.l.s	0.05	From:	ᄂ				15-1471								NIA		4000
(1472) Elder Ln	0.05	<b>8</b>	R				Cul-de-Sa	ac .			N/	`			NA		1998
		From:					Dead En										
1473) Dunivan Dr	0.70	190	R				D cut Est	<u> </u>			N/	١.			NA		1998
		To:					15-670										
		From:					15-677										
(1480) Ross Woods Dr	0.14	110	R				15.570				N/	١.			NA		1998
		To:					15-670										
(1481) Knoll Woods Dr	0.55	From:	R				Cul-de-Sa	ac			I NA				NA		1998
(1481) Knoll Woods Dr	0.55	130									111/	`			INA		1990
(1481) Knoll Woods Dr	0.27	260 From:	R				15-1483				 N/				NA		1998
1481) 141011 17 0000 21	0.21	To:					15 1400					•			1471		1000
(1481) Knoll Woods Dr	0.07	380 From:	R				15-1482				N/				NA		1998
(1481) Knoll Woods Dr	0.07	To:	<u> </u>				15-670					`			IVA		1330
		From:					Dead En	d									
(1482) Grant Ave	0.04	6	R								N/	١.			NA		1998
		To:					15-1481										
O		From:	<u> </u>				Dead En	d									
(1483) Soldier Ave	0.04	120 To:	R				15 1401				N/	١.			NA		1998
		From:				D .	15-1481										
(1497) Chelsea Dr	0.29	190	R			Вес	lford Count	y Line			N/				NA		09/14/200
(1497) 0.10.000 2.1	0.20	To:					Cul-de-Sa	ac				•					00/ : 1/200
		From:				Bec	ford Count	y Line									
(1498) Britt PI	0.10	100	R								N/	١.			NA		09/14/200
<u> </u>		To:					Cul-de-Sa	ac									
C Flori Do	0.07	From:					09-1500	)							<b>N</b> 10		00/4.4/000
Eton Dr	0.07	60 To:	R				15-1498				N/	١.			NA		09/14/200
		From:	l				Dead En										
(1500)	0.04	30	R				Dead Ell	u			N/	١			NA		08/07/200
1000		To					15-1614										
(1500)	0.07	210 From:	R				15 1011				N/	١			NA		08/07/200
		To					15-1580	)									
(1500)	0.06	10 From:	R								N/	١.			NA		08/07/200
$\bigcup$		To:					Dead En	d									
		From:					15-682										
(1501)	0.20	1200	R								N/	١.			NA		08/29/200
		From	Ę				15-1502	,									00/07/77
(1501)	0.30	830	R								N/	١			NA		08/29/2001
		From:	匸				15-1503				<u> </u>						00/00/==
(1501)	0.46	1400 To:	R				CT 1 1 1	NIPO.			N/	١.			NA		08/29/200
		From:	<u> </u>			S	SCL Lynchl				<u> </u>						
(1502) Deerwood Dr	0.21	290	R				15-1501				N/				NA		08/29/200
1302	0.21	<b>230</b>					15-1540	)				•			11/7		00/20/200

Route	Lenath	AADT	QA	4Tire	Bus	T			QC ,	K	QK	Dir	AAWDT	QW	Year
Campbell County						2Axle 3+Axl	e 1Trail	2Trail		Factor		Factor			
<u> </u>	0.15	From <b>110</b>	R			15-1540				NA			NA		08/29/200°
(1502) Deerwood Dr	0.13	To				15-1541							INA		00/29/200
1502) Deerwood Dr	0.02	100 From	R			13-1341				NA			NA		08/29/200
		To From				15-1503				<del>_</del>					
Soundview Dr	0.03	20	R							NA			NA		08/29/2001
		To				Dead End				<u> </u>					
1503) Hermitage Rd	0.07	From <b>100</b>	R			15-1501				 NA			NA		08/29/200
1503) - 101111111111111111111111111111111111		То				15-1502				<u> </u>					00/20/200
		From				Bus US 460	ı								
Sunny Bank Dr	0.42	230 To	R			D4E.4				NA			NA		09/07/200
		From				Dead End									
1505) Farfields Dr	0.50	490	R			Bus US 460				NA			NA		08/27/200
		To				15-1506				<b>—</b>					
1505) Farfields Dr	0.09	450 From	R							NA			NA		08/27/200
		To From				15-1507				_					
1505) Farfields Dr	0.09	420	R							NA			NA		08/27/200
<u> </u>		To From				15-1508				_					
Farfields Dr	0.08	350	R							NA			NA		08/27/200
Corfields Dr	0.40	From				Begin Loop							NIA		00/07/000
1505) Farfields Dr	0.49	<b>80</b>	R			End Loop				NA T			NA		08/27/200
		From				Dead End				İ					
1506)	0.05	20	R							NA			NA		08/27/200
$\frac{\circ}{\circ}$		To From				15-1505									
1506	0.04	<b>20</b>	R							NA			NA		08/27/200
		From	<u> </u>			Dead End				<del></del>					
1507)	0.04	20	R			Dead End				NA			NA		08/27/200
1507)		To				15-1505									
1507	0.04	<b>20</b> From	R			10 10 00				NA			NA		08/27/200
$\subseteq$		То				Dead End									
Colloway Ct	0.10	From	_			15-1505							NIA		08/27/200
1508 Callaway Ct	0.10	180 To	R			Dead End				NA T			NA		06/27/200
		From				Dead End									
1509	0.12	130	R							NA			NA		08/29/200
<u> </u>		To From				15-1553				]—					
1509	0.14	380	R							NA			NA		08/29/200
$\overline{\bigcirc}$		From				15-1510				]					
(1509)	0.10	150 To	R			Cul-de-Sac				NA T			NA		08/29/200
		From				Cul-de-Sac									
(1510) Cavalry Lane	0.03	80	R			Car-uc-pac				NA			NA		08/29/200
$\bigcirc$		To From				15-1553				_					
1510 Cavalry Lane	0.07	130	R							NA			NA		08/29/200
		То				15-1509									
1511) Oakdale Circle	0.27	70	R			15-1544 SOU	ГН			NA			NA		09/07/2004
(1511) Oakdale Circle	0.21	7 U								11/7			INA		00/01/2004

					Cai	TIPDEII C	Operation	iai Aita								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:				D	ead End				1					
(1512) Hicks Rd	0.11	70	R			D	cua Ena				NA			NA		08/07/200
$\overline{}$		To				US 4	50; 15-158	0								
Cross Hill Dr	0.17	From:				D	ead End							NΙΛ		09/14/200
(1513) Green Hill Dr	0.17	150	R				15-622				NA			NA		08/14/200
		From					15-622									
(1514) Patricia Dr	0.10	360	R								NA			NA		08/29/200
<u> </u>		To: From:				1	5-1579									
(1514) Patricia Dr	0.06	120	R			1	£ 1570				NA			NA		08/29/200
		From	I				5-1578 15-859									
(1515) Farmington Rd	0.19	240	R				13-039				NA			NA		09/07/200
		To					15-769									
<u> </u>		From	<u> </u>			D	ead End				<u> </u>					
(1516) Maybrook Dr	0.07	40 To:	R				15-892				NA			NA		08/14/200
		From	l				ead End				1					
(1517) Westfield Dr	0.08	70	R				oud Dild				NA			NA		08/14/200
$\bigcirc$		To					15-892									
Tomobouls Dr	0.12	From	Ļ			1	5-1547							NΙΔ		00/07/200
(1518) Tomahawk Dr	0.13	680	R								NA			NA		09/07/200
(1518) Tomahawk Dr	0.20	940	R			1	5-1564				NA			NA		09/07/200
(1518) Torridina Di	0.20	To:				Bu	s US 460									00/01/200
		From				D	ead End									
(1519) Barbour Dr	0.40	190	R								NA			NA		09/07/200
<u> </u>		To:					15-622				$\Box$ $\Box$					
(1519) Mistletoe Dr	0.10	470	R								NA —			NA		09/07/200
(1519) Mistletoe Dr	0.13	230 From:	R			15-15	74; 15-157	75			NA			NA		09/07/200
(1519) Mistletoe Dr	0.13	<b>230</b> To:				1	5-1574							INA		03/01/200
		From					15-622									
(1520)	1.58	750	G	99%	0%	0%	0%	0%	0%	F	0.127	F	0.509	820	G	2005
<u> </u>		To: From:					5-1557									
(1520)	0.48	4000	G	99%	0%	0%	0%	0%	0%	F	0.112	F	0.749	4400	G	2005
$\overline{\bigcirc}$	0.70	From:	$\overline{}$	000/	00/		5-1551	00/	00/		0.004		0.500	40000		2005
(1520)	0.79	11000 To:	G	99%	0%	0% Bu	0% s US 460	0%	0%	С	0.091	F	0.533	12000	G	2005
		From					15-682				Ì					
(1521) Wilson Dr	0.18	80	R								NA			NA		08/29/200
		To	1				ead End									
(1522) Oak Trail	0.25	170	R			15-15	31; 15-153	34			NA			NA		08/22/200
(1522) Oak I rail	0.23	To:				1	5-1520							INA		00/22/200
		From				1	5-1596									
(1523) White Pine Dr	0.10	100	R								NA			NA		08/29/200
<u> </u>		From				1	5-1524									
(1523) White Pine Dr	0.28	80 To:	R				15-622				NA			NA		08/29/200
		From					15-682				L					
(1524) Charldon Rd	0.27	560	R				13-002				NA			NA		08/29/200
$\bigcup$		To:				1	5-1523									
(1524) Charldon Rd	0.28	170 From	R								NA			NA		08/29/200
$\overline{}$		To					15-622									

Route	Length	AADT	QA	4Tire			Truck			QC	K	QK	Dir	AAWDT	QW	Year
Campbell County	_				 2A		⊦Axle 1T	raıl	21 rail		Factor		Factor			
1525) Mountain Peak Dr	0.13	From <b>540</b>	R		 	15-15	547				 NA			NA		09/07/2004
1323)		To From			 	15-13	563									
1525) Mountain Peak Dr	0.20	1500	R								NA			NA		09/07/2004
		To				Bus US										
1526) Independence Cir	0.33	80	R		 	15-8	35				 NA			NA		08/20/200
1526 MacPortacines Cil	0.00	To			 	15-15	527				<u> </u>					00/20/200
$\overline{}$		From			 Be	dford Co	unty Line									
Jane Randolf St	0.08	1200	R		 						NA —			NA		08/20/200
1527) Jane Randolf St	0.03	690 From	R		 	15-15	529				NA			NA		08/20/200
Jane Randolf St	0.00	To			 	15 14	526				``			1471		00/20/200
Jane Randolf St	0.09	740 From	R			15-1:	320				NA			NA		08/20/200
		То				15-8	35									
Nontino De	0.04	From	_			Dead	End							NIA		00/07/000
(1528) Ventura Dr	0.21	<b>220</b>	R		 	15-8	359				NA			NA		09/07/200
		From				15-15										
1529 Hydaway Dr	0.13	750	R								NA			NA		08/20/200
$\frac{\circ}{\circ}$		To From				15-15	530				_					
1529 Hydaway Dr	0.12	910	R		 						NA —			NA		08/20/200
1529) Locksley PI	0.27	760	R			15-6	522							NA		08/20/200
(1529) Locksley PI	0.27	To			 	15-15	573				NA T			INA		06/20/200
		From				Dead	End									
(1530) Chucks Ln	0.05	<b>70</b>	R		 	15.1					NA			NA		08/20/200
		From				5 1520.5										
Dawnridge Dr	0.88	300	R		 	5-1520 \$	SOUTH				NA			NA		08/22/200
		То			1	5-1520 N	NORTH									
O Jefferson Br	0.04	From	Ļ		15-	-1532 B€	egin Loop							NIA		00/00/000
(1532) Jefferson Dr	0.34	180	R		 						NA			NA		08/22/200
1532) Jefferson Dr	0.06	1400	R		 	15-15	533				NA			NA		08/22/200
1532) GOLIGIGALI EL	0.00	To	·`		11	5-1532 F	and Loop				¬—					00/22/200
(1532) Jefferson Dr	0.15	1200 From	R		 	7 1332 1	ла воор				NA			NA		08/22/200
$\bigcup$		To From				15-15	535									
(1532) Jefferson Dr	0.08	1400	R								NA			NA		08/22/200
<u> </u>		From				15-15	531				<b>□</b> :					20/20/202
1532 Jefferson Dr	0.08	1400 <sub>To</sub>	R		 	15-13	520				NA			NA		08/22/200
_		From				Dead					1					
(1533) Horizon Dr	0.04	40	R		 						NA			NA		08/22/200
<u> </u>		To From				15-15	572									
1533 Horizon Dr	0.21	860	R	_	_		_		_		NA			NA		08/22/200
O Harisaa Ba	0.00	From				15-15	589							<b>NI</b> ^		00/00/005
1533 Horizon Dr	0.09	1000 To	R		 	15-15	532				NA			NA		08/22/200
		From				15-1					+					
(1534) Lantern Ln	0.10	130	R			1,3-1,	,,,,				NA			NA		09/07/200
$\cup$		То			1	5-1522;	15-1531									

Length	AADT	QA	4Tire	Bus					$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
		ā					e IIIali	ZIIa	II .	racio		Facioi			
0.12		 R				15-1536				NA			NA		09/07/2004
0	To					15-1534									00/01/200
0.29	220 From	R				13 1334				NA			NA		09/07/2004
	To From					15-1532									
0.25		R				15 1521				NA			NA		09/07/2004
0.09	50	R				Dead Elid				NA			NA		09/07/2004
	To From					15-1535									
0.11	370	R								NA			NA		09/07/2004
0.05	From	Ĺ				15-1537							NIA		00/07/000
0.05	5/U To	К				15-1520				NA			NA		09/07/2004
	From														
0.05	20	R								NA			NA		09/07/2004
	To				I	Dead End									
0.20		Ļ_				15-682							NΙΛ		08/29/2001
0.29	330 To					15-1539							INA		00/29/200
	From														
0.37	380	R								NA			NA		08/29/2001
0.09		L_				15-1502				NΔ			NΔ		08/29/2001
0.00	To	·``				15 1540							147.		00/20/200
0.12	160 From	R				15-1542				NA			NA		08/29/2001
	To					15-1543				_					
0.09	310	R								NA			NA		08/29/2001
							rg								
0.09		L				15-1502							NΔ		08/29/200
0.00	- To					15 15 40							14/-		00/23/200
0.10		L R				15-1542				NA			NA		08/29/2001
	To					15-1543				<u> </u>					
0.04	170 From	R				10 10 10				NA			NA		08/29/2001
	То				SCI	L Lynchbu	rg								
0.12	From	_				15-1540				NIA.			NΙΔ		00/20/2004
0.13	To					15-1541				TNA			INA		08/29/2001
	From														
0.16	70	R								NA			NA		08/29/2001
	То					15-1540									
0.04						15-1646							NIA		00/07/000
0.61	150									NA			NA		09/07/2004
0.17	540	LR			15-1	511 SOUT	ΙΉ			NA			NA		09/07/2004
J.11	To				US 460	BUS; 15-1	511 N								22.0.,200
	From				I	Dead End									
0.08	30	R								NA			NA		1998
	To From					15-1566				ightharpoonup					
0.05	330	R								NA			NA		1998
	0.12 0.29 0.25 0.09 0.11 0.05 0.05 0.29 0.37 0.09 0.12 0.09 0.10 0.04 0.13 0.16 0.61 0.17 0.08	0.29 220  0.25 50  0.09 50  0.09 50  0.11 370  0.05 570  10 10 10 10 10 10 10 10 10 10 10 10 10 1	0.12   220   R	0.12 220 R    Total   Total   Total   Total	0.12 220 R  0.29 220 R  0.25 50 R  To:    From:	Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Cont	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella	15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1531   15-1531   15-1531   15-1531   15-1531   15-1531   15-1531   15-1535   15-1535   15-1535   15-1535   15-1535   15-1535   15-1535   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1536   15-1538   15-1538   15-1538   15-1538   15-1538   15-1538   15-1538   15-1538   15-1538   15-1538   15-1538   15-1536   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1542   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1544   15-1	AAD   QA   411fe   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Factor	Column	15-1536	15-1536	15-1536

			_				tional Area Truck	_	K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		QC	Factor	QK	Factor	AAWDT	QW	Year
Campbell County		From:				15-156	5		-1					
(1545) Arrowhead Dr	0.41	820	R			13 130.	,		NA			NA		1998
$\overline{}$		To				15-877			<u> </u>					
Popler Torress Dr	0.11	From	Ļ			Dead Er	nd					NIA		00/00/200
Poplar Terrace Dr	0.11	90	R						NA			NA		09/09/2004
(1546) Poplar Terrace Dr	0.10	1600	R			15-154	7		NA			NA		09/09/2004
(1546) 1 Spicii 1 Siraso Di	0.10	To:				15-859	ı							00/00/200
		From				15-151	3							
(1547) Indian Ridge Dr	0.75	770	R						NA			NA		09/09/2004
		To: From:				15-1520								
(1548) Ash Grove Dr	0.09	80	R			Dead Er	ıd		 NA			NA		09/09/2004
1548 71011 01000 21	0.00	To				15-154	7					1471		00/00/200-
		From				Dead Er	nd							
(1549) Smith Rd	0.28	300	R						NA			NA		08/20/2001
<u> </u>		To				15-622								
(1550) Pine Haven Dr	0.22	320	R			Bus US 4	60		 NA			NA		09/09/2004
Pine Haven Dr	0.22	To:				Dead Er	nd					INA		03/03/200-
		From				Dead Er								
(1551) Kenwood Dr	0.06	40	R						NA			NA		08/29/2001
<u> </u>		To: From:				15-1552	2		<b>—</b>					
(1551) Kenwood Dr	0.25	290	R						NA			NA		08/29/2001
		To:				15-1520	)							
( )Mindoor I n	0.10	From				15-155	1					NIA		00/20/2004
(1552) Windsor Ln	0.10	60	R						NA —			NA		08/29/2001
(1552) Windsor Ln	0.17	790	R			15-155	3		NA			NA		08/29/2001
(1552) Windsor Ln	0.17	To:	<u> </u>			15-1520	)					14/3		00/25/200
		From				Cul-de-S	ac							
(1553) Cheyenne Dr	0.09	130	R						NA			NA		08/29/2001
<u> </u>		To:				15-1510	)							
(1553) Cheyenne Dr	0.20	220	R						NA			NA		08/29/2001
<u> </u>		From				15-150	)							
(1553) Cheyenne Dr	0.06	310 To:	R			15 155			NA			NA		08/29/2001
		From:	I			15-1552								
(1554) Irma Dr	0.08	90	R			Dead Er	ıa		NA			NA		09/09/2004
1934) 11110 21	0.00	To:				15-154	7							00/00/200
		From				Dead Er	nd							
(1555) Yellowstone Dr	0.07	60	R						NA			NA		09/09/2004
0		To:				15-154	7		$\exists$ —					
(1555) Yellowstone Dr	0.10	320	R						NA			NA		09/09/2004
		To				15-156								
(1556) Cambridge PI	0.09	70	R			Dead Er	nd		 NA			NA		09/07/2004
(1556) Cambridge PI		To:				15-154	7		`					
		From				15-155								
(1557) Crossway Rd	0.14	2600	R						NA			NA		09/07/2004
<u> </u>		To				15-1520	)							
NA/all' and a B	0.07	From				Bedford Coun	ty Line					N 1 A		00/07/222
(1558) Wellington Dr	0.27	350 To	R			15-1598 SO			NA_			NA		09/07/2004

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1					 		1 40101		1 40101			
(1558) Wellington Dr	0.17	880	R			15-15	598 SOUTH			NA			NA		09/07/2004
$\bigcirc$		To From				1	15-1599								
(1558) Wellington Dr	0.07	950	R							NA			NA		09/07/2004
<u> </u>		To From				15-15	98 NORTH			$\exists$ —					
(1558) Wellington Dr	0.08	1300	R							NA			NA		09/07/2004
Wallington Dr	0.20	From	_			1	15-1559			$\Box$			NΙΔ		00/07/2004
(1558) Wellington Dr	0.20	1400	R							NA			NA		09/07/2004
(1558) Wellington Dr	0.14	1300	R			1	15-1557			NA			NA		09/07/2004
(1336) *** Gillington 21	• • • • • • • • • • • • • • • • • • • •	То				1	5-1560			<u> </u>					00/01/2001
		From				D	ead End								
(1559) Collington Dr	0.13	150	R							NA			NA		09/09/2004
O		From	<u> </u>			1	5-1558			⇉					
(1559) Collington Dr	0.14	530	R							NA —			NA		09/09/2004
Collinator Dr	0.04	To From	L_			1	15-1560						NIA		00/00/2004
(1559) Collington Dr	0.04	360	R				5 156			NA			NA		09/09/2004
(1559) Collington Dr	0.39	330 From	R			1	15-1561			NA			NA		09/09/2004
(1359) Commigton Di	0.00	To	Ë			1	15-1560			<u> </u>					00/00/2001
_		From				1	15-1559								
(1560) Winding Way Rd	0.22	430	R							NA			NA		09/07/2004
<u> </u>		To From				E	nd Loop								
(1560) Winding Way Rd	0.05	560	R							NA			NA		09/07/2004
Winding Way Pd	0.47	From	<u> </u>			1	15-1558			NA			NA		00/07/2004
(1560) Winding Way Rd	0.47	370	R							NA			NA		09/07/2004
(1560) Winding Way Rd	0.11	370 From	R			1	15-1559			NA			NA		09/07/2004
(1300) ***********************************	• • • • • • • • • • • • • • • • • • • •	То				Ве	gin Loop			<u> </u>					00/01/2001
		From				D	ead End								
(1561)	0.04	20	R							NA			NA		09/07/2004
		To From					15-1559								
(1562) Shelor Dr	0.20	170	R			D	ead End			NA			NA		09/07/2004
(1302)		То				Bu	s US 460								
		From				1	15-1525								
(1563) Westridge Circle	0.11	830	R							NA			NA		09/07/2004
		From				Ве	gin Loop			<u> </u>					
1563) Westridge Circle	0.13	600	R							NA			NA		09/07/2004
(1563) Westridge Circle	0.26	360 From	R			1	15-1555			NA			NA		09/07/2004
(1563) Westridge Circle	0.20	300								INA			INA		09/07/2004
(1563) Westridge Circle	0.05	340 From	R			1	15-1567			NA			NA		09/07/2004
(1563) Westridge Circle		То				E	nd Loop								22.31.2007
		From				D	ead End								
(1564) Teal PI	0.03	20	R				- 1510			NA			NA		09/07/2004
<u> </u>		To From					15-1518			<u> </u>					
(1565) Dogwood PI	0.15	140	R			1	15-1545			NA			NA		09/07/2004
1.555) 2 59.1554 1 1	5.10	To				D	ead End			<u> </u>					20,0.,2004
		From				D	ead End								
(1566) Belmont PI	0.18	170	R							NA			NA		09/07/2004
		To	<u> </u>			1	15-1545								

								ational Are			17					
Route	Length	AADT	QA	4Tire	Bus			-Truck xle 1Tra		QC	K Factor	QK	Dir Factor	AAWE	T QW	Year
Campbell County		From	ī				15-156	3			1					
1567) Skylark Ln	0.04	10	R				15-150	3			NA			NA		09/07/200
		To					Dead E									
1568) Lynview Dr	0.10	330	R				15-157	0			NA			NA		09/07/20
Lynview Dr	0.10						15-156	0						INA		09/01/20
1568) Lynview Dr	0.20	570 From	R				13-130	9			NA			NA		09/07/20
,		То					15-682	2								
<u> </u>		From					Dead E	nd			J					
1569 Lisa Lane	0.09	170 To	R				15-156	8			NA T			NA		09/07/20
		From	l				Cul-de-S									
1570)	0.13	120	R				cur uc i	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		09/14/20
$\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}}}}}}}}}}$		To From					15-156	8			_					
1570	0.15	740	R								NA			NA		09/14/20
		From					15-87	7			_					
1570 Hickock Rd	0.14	540	R								NA 			NA		09/14/20
Uliakaak Dd	0.04	From	_				15-159	7						NIA		09/14/20
1570 Hickock Rd	0.04	<b>260</b>	R				Dead E	nd			NA T			NA		09/14/20
		From				1	15-622 E									
1571)	0.28	690	R								NA			NA		08/22/20
		To From				1:	5-1573 E	AST			]—					
1571)	0.50	220	R								NA			NA		08/22/20
<u> </u>		From				15	5-1573 W	EST								
1571)	0.28	1200 <sub>To</sub>	R			1	15-622 W	FST			NA			NA		08/22/20
		From	l				Dead E									
1572	0.01	2	R				Detta E	Id			NA			NA		08/22/20
$\bigcup$		To From					15-157	3			_					
1572) Timber Ridge Dr	0.13	1100	R								NA			NA		08/22/20
<u> </u>		То					15-153				1					
1573) Holly PI	0.02	410	R			Bedi	ford Cou	ity Line			NA			NA		08/22/20
1973) 1 10) 1	0.02	To				14	5-1571 W	EST			~ <u>`</u>					00,22,20
1573) Holly PI	0.08	1100 From	R			1.	J-13/1 V	ESI			NA			NA		08/22/20
		To From				1:	5-1571 E	AST			<b>—</b>					
1573) Holly PI	0.08	710	R								NA			NA		08/22/20
<u> </u>		To From					15-152	9			_					
1573) Holly PI	0.06	790	R				15 157	2			NA			NA		08/22/20
		From	l				15-157				+					
1574) Bob Circle	0.20	40	R				15-157	3			NA			NA		09/07/20
		To					15-151	9								
1574) Bob Circle	0.14	160 From	R								NA			NA		09/07/20
$\frac{\mathcal{L}}{2}$		To From					15-157	6			_					
Bob Circle	0.11	70	R								NA			NA		09/07/20
		To	<u> </u>				-1519; 15				<u> </u>					
1575) Robert Dr	0.05	From <b>50</b>	R				Cul-de-S	Sac			NA			NA		09/07/20
Robert Dr			·`				15-157	1						11/1		
1575) Bob Circle	0.06	170 From	R				13-13/	<del>1</del>			NA			NA		09/07/20
		To				15-	-1519; 15	-1574								

					Ca	mpbell Opei	Truck			V		Dir			
Route	Length	AADT	QA	4Tire	Bus		i ruck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From				15-15	74			1					
(1576) Viking Ln	0.03	20	R							NA			NA		09/07/200
		To				Dead I									
(1577) Deborah Dr	0.35	From	R			15-15	79			NA			NA		08/29/200
(1577) Bosolair Bi	0.00	To				15-15	70						147.0		00/20/200
(1577) Deborah Dr	0.09	170 From	R			13-13	76			NA			NA		08/29/200
		To				15-62	22								
<u> </u>		From	<u> </u>			15-15	77								
1578) Patricial Dr	0.17	<b>50</b>	R			15-15	14			NA T			NA		08/29/200
		From				15-15									
(1579) Bonneville Pl	0.06	160	R			10 10				NA			NA		08/29/200
		To From	-			15-15	77			_					
(1579) Bonneville Pl	0.08	130	R							NA			NA		08/29/200
		То				Dead I	End								
Navy Landan Dr	0.24	From	ᆫ			15-15	81						NIA		00/07/000
New London Dr	0.34	3300	R							NA			NA		08/07/2001
(1580) New London Dr	0.02	5400	G	94%	3%	2% C	68 1% 0%	0%	F	0.095	F	0.582	5900	G	2005
(1580) New London Dr	0.02	<b>3400</b> To	Ĕ	J+70	370	US 460; 1		070		0.000	'	0.502	3300	O	2000
		From				Dead I	End								
(1581) Wildwood Rd	0.03	30	R							NA			NA		08/07/2001
		To From				15-15	84			_					
(1581) Wildwood Rd	0.13	380	R							NA			NA		08/07/2001
<u> </u>		To From				15-15	83								
(1581) Wildwood Rd	0.07	2200	R							NA			NA		08/07/2001
O Wildows J D J	0.00	From	_			15-14	01						NIA		00/07/000
(1581) Wildwood Rd	0.03	2300	R							NA —			NA		08/07/2001
(1581) Wildwood Rd	0.10	2600 From	R			15-15	82			NA			NA		08/07/200
(1581) Wildwood Rd	0.10	<b>2000</b>				15.15	00						11/3		00/01/200
(1581) Wildwood Rd	0.13	2900 From	R			15-15	88			NA			NA		08/07/200
(1301)		То				15-15	80								
		From				15-15	83								
(1582) Lake Forest Dr	0.09	180	R							NA			NA		07/10/200
		To From				15-15	86								
<sub>1582</sub> Lake Forest Dr	0.22	360	R							NA			NA		07/10/2001
Lake Ferret Dr	0.04	From				15-15	85						NIA.		07/40/000
Lake Forest Dr	0.24	550 <sub>To</sub>	R			15-15	81			NA			NA		07/10/2001
		From	1			Dead I				+					
(1583)	0.01	20	R			Dead	2110			NA			NA		08/01/200
$\overline{}$		To From				15-15	90			$\neg$ —					
(1583) Bedford Springs Rd	0.06	320 From	R							NA			NA		08/01/2001
<u> </u>		To From				15-15	87			_					
(1583) Bedford Springs Rd	0.11	480	R							NA			NA		08/01/2001
$\frac{\circ}{\circ}$		To From				15-15	82								
1583 Bedford Springs Rd	0.22	430	R							NA			NA		08/01/2001
<u> </u>		From				15-15	85			_					
<sub>(1583)</sub> Bedford Springs Rd	0.23	1800 <sub>To</sub>	R				0.1			NA			NA		08/01/2001
		10	1			15-15	18								

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1T		QC	K Factor	QK	Dir Factor	AAWD	QW	Year
Campbell County		From														
1584) Woodbourne Dr	0.24	180	R				15-158	53			NA			NA		08/07/200
		To					15-158	31								
		From					15-159	90								
1585 Burr Oak Rd	0.35	140	R								NA			NA		07/10/200
<u> </u>		To From					15-161	15								
1585 Burr Oak Rd	0.06	1300	R								NA 			NA		07/10/200
Dura Oak Dal	0.40	From	ᄂᢩ				15-158	34						NIA		07/40/00
1585 Burr Oak Rd	0.10	1200	R								NA			NA		07/10/20
1585) Burr Oak Rd	0.09	230 From	R				15-158	33			NA			NA		07/10/20
1585) Burr Oak Rd	0.09	<b>230</b> To					15-158	32						INA		07/10/20
		From					Cul-de-S									
1586) Lake Forest PI	0.06	90	R				cur de i	<i>-</i>			NA			NA		07/10/20
		To					15-158	32								
		From				1.	5-623; 15	5-871								
1587 Tanglewood Dr	0.37	490	R								NA			NA		07/10/20
<u> </u>		To From					15-159	92								
1587 Tanglewood Dr	0.07	320	R								NA			NA		07/10/20
<u> </u>		To From					15-159	91								
1587) Tanglewood Dr	0.21	270	R								NA			NA		07/10/20
<u> </u>		To	<u> </u>				15-158									
North Lake Dr	0.03	230	LR				15-158	31			 NA			NA		08/14/20
North Lake Dr	0.03	230									INA			INA		06/14/20
1588) South Lake Dr	0.30	120 From	R			Dead I	End; Gap	Terminus	1		NA			NA		08/14/20
South Lake Dr	0.30	To					Dead E	ind						INA		06/14/20
		From	1			15	5-1533 SC									
1589) Sunrise Dr	0.27	60	R			13	7-1333 BC	JO 111			NA			NA		08/22/20
1009		To				15	5-1533 NO	ORTH								
Sunrise Dr	0.05	30 From	R			13	-1333 140	OKIII			NA			NA		08/22/20
		То					Dead E	nd								
_		From					Cul-de-S	Sac								
1590) Catalpa Rd	0.06	60	R								NA			NA		08/01/20
		To From					15-161	15			$\Box$					
1590) Catalpa Rd	0.17	180	R								NA			NA		08/01/20
<u> </u>		To From					15-158	35								
(1590) Catalpa Rd	0.13	240	R								NA			NA		08/01/20
<u> </u>		To					15-158									
Euphan Ave	0.19	200	LR				15-158	37			 NA			NA		07/10/20
1591) Euphan Ave	0.19	<b>200</b> To					Dead E	nd						INA		07/10/20
		From	l				Dead E									
Jean Place	0.04	80	R				Dead L	and .			NA			NA		07/10/20
		To					15-158	37								
	<u> </u>	From					15-62	3								
1594 London Terrace	0.27	40	R								NA			NA		08/22/20
		То					Dead E									
	0.00	From	لبا	-		Bedi	ford Cou	nty Line		 				A		00/00/00
1595) Valleywood Dr	0.03	300	R							 	NA 			NA		08/20/20
		From	<u> </u>				15-152	27			<u> </u>					00/00/0
1595) Valleywood Dr	0.02	260	R								NA			NA		08/20/20

					Ca		Operation									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From									-					
(1596) Hillsman Ln	0.06	40	R			De	ead End				NA			NA		08/29/2001
		To From	-			1.	5-1523									
(1596) Hillsman Ln	0.13	<b>70</b>	R								NA			NA		08/29/2001
		To	<u> </u>			De	ead End									
(1597) Buxton Dr	0.12	470	R			1.	5-1570				 NA			NA		1998
(1597) Buxton Dr	0.12	-77 U					15 077							INA		1990
(1597) Buxton Dr	0.06	840 From	R				15-877				NA			NA		1998
		То				1	15-682									
		From				Bedford	l County L	ine								
(1598) Poplar Forest Dr	0.16	1200	R								NA			NA		09/09/2004
O D 1 5 1 1 D	2.22	From				15-15	58 SOUTI	Н			$\supset$					00/00/000
(1598) Poplar Forest Dr	0.26	1200	R								NA —			NA		09/09/2004
(1598) Poplar Forest Dr	0.10	90 From	R			15-15:	58 NORT	H			NA			NA		09/09/2004
(1598) Poplar Forest Dr	0.10	To				De	ead End							INA		09/09/2004
		From	·				ıl-de-Sac									
(1599) Braxton Ln	0.06	170	R								NA			NA		08/29/2001
<u> </u>		То				1.	5-1558									
Croustone Dr	0.24	From	Ļ			1	15-682							NΙΔ		00/20/2004
Greystone Dr	0.34	750	R			De	ead End				NA T			NA		08/29/2001
		From	:				15-622									
(1601) Greendale Dr	0.26	240	R				. 022				NA			NA		08/22/2001
		To From	-			1.	5-1604									
(1601) Greendale Dr	0.20	240	R								NA			NA		08/22/2001
		To From				1.	5-1602									
(1601) Greendale Dr	0.08	80	R								NA			NA		08/22/2001
		To					ıl-de-Sac									
(1602) Hyland Dr	0.09	240	R			1	5-1603				 NA			NA		08/22/2001
1602) Tryland Br	0.00		·`			1	5 1601									00/22/200
(1602) Hyland Dr	0.14	630 From	R			1.	5-1601				NA			NA		08/22/2001
,		То				Ì	US 29									
		From				1.	5-1604									
(1603) Glenacre Dr	0.14	<b>220</b>	R				. 1 coo				NA			NA		08/22/2001
		From	: :				5-1602									
(1604) Crestview Dr	0.17	100	R			De	ead End				 NA			NA		08/22/2001
(1604) 616611611 21	0.11	To				1	5-1603									00/22/200
(1604) Crestview Dr	0.19	80 From	R			1.	3-1003				NA			NA		08/22/2001
		То				1.	5-1601									
		From				De	ead End									
(1605) Meadowbrook Ln	0.45	<b>90</b>	R				15 622				NA			NA		09/09/2004
		From	I				15-622 15-738				1					
(1606) Southern Dr	0.19	90	R				13-130				NA			NA		1998
		To	:			Cu	ıl-de-Sac									
		From				1.	5-1616									
(1607) Guffey Terrace	0.11	200	R								NA			NA		08/01/2001
<u> </u>		To From				1	5-1608									
1607 Guffey Terrace	0.08	<b>50</b>	R			г.	and Fr. 1				NA			NA		08/07/2001
-		10	<u> </u>			De	ead End				_!					

							ulonal Are							
Route	Length	AADT	QA	4Tire	Bus		-Truck xle 1Tra	$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From:	1			C-1 1- C			-					
Robinson Dr	0.12	100	R			Cul-de-S	ac		NA			NA		08/07/200
		To: From:				15-160	9		<u> </u>					
Robinson Dr	0.09	180	R						NA			NA		08/07/200
$\bigcup$		To				15-160	7							
○ V	0.07	From:	Ļ			15-160	8					N10		00/07/00
1609 Yeatts Ct	0.07	49	R			Cul-de-S	lac		NA			NA		08/07/20
		From:	1			End Loc								
1610)	0.65	520	R			Ena Loc	<del>/P</del>		NA			NA		08/14/20
		To:				15-858	3							
<u> </u>		From:				15-161	0							
Gable Dr	0.05	46	R			Cul-de-S	laa.		NA			NA		08/14/20
		From:	l											
1612) Campbell Dr	0.04	40	R			15-161	0		NA			NA		08/14/20
1012)		To:				Cul-de-S	ac							
		From:				Cul-de-S	ac							
1613) Gentry Dr	0.08	100	R						NA			NA		08/14/20
<u> </u>		To:				15-161								
1614) Birch Haven Dr	0.15	140	LR			Dead E	nd		NA			NA		08/07/20
Birch Haven Dr	0.15	140 To:				15-150	0					INA		00/01/20
		From:				15-159								
Juniper Dr	0.11	180	R						NA			NA		07/10/20
<u> </u>		To:				15-161	7							
1615) Juniper Dr	0.15	490	R						NA			NA		07/10/20
		To: From:				15-161	6		_					
1615) Juniper Dr	0.15	1000	R						NA			NA		07/10/20
<u> </u>		To:				15-158								
1616) Goldfinch Dr	0.11	From:	R			15-161	5					NA		08/01/20
Goldfinch Dr	0.11	020							NA			INA		06/01/20
1616) Goldfinch Dr	0.05	320 From:	R			15-160	7		NA			NA		08/01/20
1616) Coldinion Di	0.00	To	·`			15 161	0					1471		00/01/20
Goldfinch Dr	0.11	210 From:	R			15-161	8		NA			NA		08/01/20
1010		To:				15-161	9							
		From:				15-161	9							
1617) Pheasant Ridge Rd	0.12	220	R						NA			NA		07/10/20
<u> </u>		From:				15-161	8							
Pheasant Ridge Rd	0.13	310 To:	R						NA			NA		07/10/20
		From:	1			15-161								
1618) Sparrow Dr	0.17	80	R			15-161	/		NA			NA		08/01/20
oparion 21	0.11	To:	È			15-161	6							00/01/20
		From:				Dead E	nd							
Fox Crest Dr	0.21	100	R						NA			NA		08/01/20
$\frac{\circ}{\circ}$		To- From				15-161	7							
Fox Crest Dr	0.18	140	R			4 =	_		NA			NA		08/01/20
<u> </u>		To:				15-161								
1620) Deer Creek Dr	0.14	260	R			Cul-de-S	ac		NA			NA		08/29/20
Deer Creek Dr	0.14	200				15.152						11/7		30/23/20
1620) Deer Creek Dr	0.12	920 From	R			15-162	1		NA			NA		08/29/20
1020	-·· <b>-</b>	To:				15-682	2		<b>—</b>			. • •		2 2. 20. 20

Route	Lenath	AADT	QA	4Tire	Bus			Truck			QC	K	QK	Dir	AAWDI	- QW	Year
Campbell County						2A	xle 3+	Axle 1T	rail 2	2Trail		Factor		Factor			
	0.06	From	R				Cul-de-	Sac							NA		08/29/2001
(1621) Lee PI	0.06	120 To	_ K				15.16	20				NA			INA		06/29/2001
(1621) Lee PI	0.10	870 From	R				15-16	20				NA			NA		08/29/2001
1021) =0011		To					15-16	22									
		From					Dead E	End									
(1622) Oak Hill Dr	0.11	190	R									NA			NA		08/29/2001
<u> </u>		To From					15-16	21				$\Box$					
(1622) Oak Hill Dr	0.11	160 <sub>To</sub>	R									NA			NA		08/29/2001
		From	<u>.                                    </u>				Dead I					_					
1625) Deerfield Dr	0.25	190	R				Cul-de-	Sac				NA			NA		09/14/2004
(1625) Deerfield Dr	0.20	To					15.16	26							1471		00/1-//200-
(1625) Deerfield Dr	0.08	380 From	R				15-16	26				NA			NA		09/14/2004
1623) 2 6 6 11 6 1 6 1	0.00	То					15-15	20									
		From	Ī				15-16	25									
(1626) Holly Haven Dr	0.07	90	R									NA			NA		09/14/2004
<u> </u>		To From					15-16	27				_					
(1626) Holly Haven Dr	0.12	280	R									NA			NA		09/14/2004
<u> </u>		To					15-15	20									
<u> </u>	0.44	From	Ļ				Cul-de-	-Sac							NIA		00/4 4/000 4
(1627) Laurel Ln	0.11	90 To	R				15-16	26				NA			NA		09/14/2004
		From	l														
(1630) Valley Dr	0.04	2	R				Cul-de-	Sac				NA			NA		08/29/2001
(1000)		To	,				15-16	22									
(1630) Valley Dr	0.08	300 From	R				13-10.	32				NA			NA		08/29/2001
,		To					15-16	31									
(1630) Valley Dr	0.06	400 From	R				13-10.	31				NA			NA		08/29/2001
,		To					15-68	35									
_		From					Cul-de-	Sac									
(1631) Withrow Dr	0.13	80	R									NA			NA		08/29/2001
<u> </u>		To	<u> </u>				15-16	30									
	0.40	From	ᄂ				Dead E	End							NIA		00/00/0004
(1632)	0.12	90	R									NA			NA		08/29/2001
$\overline{}$	0.14	From	ᄂ				15-16	30							NIA		00/20/2004
(1632)	0.14	130 To	R				Dead F	End				NA			NA		08/29/2001
		From	I				Cul-de-										
(1639)	0.44	160	R				Cui-uc-	Jac				NA			NA		07/18/2001
		To					15-73	38									
		From					Cul-de-	Sac									
(1640) Acorn Dr	0.37	180	R									NA			NA		08/29/2001
<u> </u>		To From					15-16	41									
(1640) Acorn Dr	0.40	240	R									NA			NA		08/29/2001
		To	<u> </u>				15-73					<u> </u>					
(1641) Waverly Dr	0.15	60	R				15-16-	40				NA			NA		1998
(1641) Waverly Dr	0.13	To					15-73	38							INA		1330
		From					15-15-					i					
(1646) Vernon Circle	0.06	390	R				10 10					NA			NA		09/09/2004
$\bigcirc$		To					Cul-de-	Sac									
		From					Bus US	460									
(1649) Crowell Ln	0.48	400	R									NA			NA		09/09/2004
$\overline{}$		То	<u> </u>				Dead I	End									

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1			1	5-624		-					
1650) Windcrest Dr	0.06	1400	R			1	3-024		NA			NA		08/22/20
<u> </u>		To				15	5-1651							
Observate VII Day	0.07	From				15	5-1654					NIA		00/00/00
1651 Churchill Dr	0.07	140	R						NA 			NA		08/22/20
1651) Churchill Dr	0.09	510	R			15	5-1653		 NA			NA		08/22/20
Churchill Dr	0.09	510							INA			INA		00/22/20
1651) Churchill Dr	0.05	430 From	R			15	5-1652		NA			NA		08/22/20
1651) Gridi Griili Bi	0.00	To				1.4	5 1650							00/22/20
1651) Churchill Dr	0.08	1100 From	R			1,	5-1650		NA			NA		08/22/20
		To	_			14	5-1655							
1651) Churchill Dr	0.11	1100 From	R			1,	5-1055		NA			NA		08/22/20
		To	-			1.5	5-1656							
Churchill Dr	0.02	1000 From	R				7 1000		NA			NA		08/22/20
<u> </u>		То				De	ead End							
$\widehat{}$		From				15	5-1651							
MacArthur Dr	0.12	160 To	R				1.1.0		NA			NA		08/22/20
		From	I				I-de-Sac							
Patton Dr	0.09	160	R			13	5-1651		NA			NA		08/22/20
1653) - 4.11611 2.1	0.00	To				De	ead End							00/11/10
		From	1			15	5-1651							
Bradley Ct	0.06	130	R						NA			NA		08/22/20
		То				Cul	l-de-Sac							
C Fire all and B	0.07	From				15-1651	Churchill Dr					NIA		00/00/0
Eisenhower Dr	0.07	160 To	R			De	ad End		NA			NA		08/22/20
		From	<u>.                                    </u>				5-1651							
Pershing Dr	0.08	280	R			1,	5-1051		NA			NA		08/22/20
		To				De	ad End							
		From				1	5-770							
1657)	0.27	160	R						NA			NA		08/20/20
		To					5-770							
	0.07	70	R			15	5-1657		NA			NA		09/14/20
1658)	0.07	To				Cul	I-de-Sac					14/3		03/14/20
		From					5-1661							
Moss Creek Dr	0.20	640	R						NA			NA		1998
		То				1	5-622							
$\widehat{}$		From				Cul	l-de-Sac							
1661)	0.16	90	R						NA			NA		1998
	0.05	From	Ļ			15-166	53 SOUTH		<b>→</b>			NIA		4000
1661)	0.25	190	R						NA			NA		1998
$\overline{}$	0.22	From	느			15	5-1664					NΙΔ		1000
1661)	0.33	150	R						NA			NA		1998
	0.03	470 From	R			15-166	53 NORTH		NA			NA		1998
1661)	0.03	470							INA			INA		1990
(1661) Willow Oak Terrace	0.03	90 From	R			15	5-1660		NA			NA		1998
Willow Oak Terrace	0.03	To				1.5	5-1662					INA		1990
		From	:				I-de-Sac		Ī					
1662) Briery Creek Dr	0.07	50	R						NA			NA		1998
$\mathcal{L}$		To				15	5-1661							

					<u> </u>											
Route	Length	AADT	QA	4Tire	Bus	2		Truck- -Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	1				15 1661 9	OUTH			1					
White Cypress Dr	0.18	660	R				15-1661 S	OUTH			 NA			NA		08/20/200
,		To	_				15-16	564								
White Cypress Dr	0.26	270 From	R				15-10	<del>, , , , , , , , , , , , , , , , , , , </del>			NA			NA		08/20/200
		To				1	15-1661 N	NORTH								
		From					15-16	563								
1664) Willow Ln	0.07	60	R								NA			NA		1998
		To	_				15-16									
1670) Royal Ct	0.11	From	R				Cul-de	-Sac			 NA			NA		1000
1670) Ruyai Ci	0.11	80									INA			INA		1998
Royal Ct	0.15	150 From	R				15-16	571			NA			NA		1998
1670) Royal Ct	0.13	130												INA		1990
1670) Royal Ct	0.14	90 From	R				15-8	35			NA			NA		1998
1670) Ruyai Ci	0.14	90 To					Cul-de	-Sac						INA		1990
		From	I				15-16									
1671)	0.09	60	R				1,3-1(	,,,0			NA			NA		1998
		То					Dead	End								
		From					Cul-de	-Sac								
1675) Village Dr	0.07	730	R								NA			NA		09/09/20
		To					Bus US	5 460								
		From					15-17	704			<u> </u>					20/21/22
Rector Rd	0.28	270	R								NA			NA		08/24/20
<u> </u>		From					15-17	703			⊐—					
1701 Rector Rd	0.09	520 To	R				CD (	24			NA			NA		08/24/20
		From					SR 2									
	0.04	3	R				Dead	End			 NA			NA		07/18/200
1702	0.04	J												IVA		07/10/200
1702) Kimball Rd	0.27	130 From	R				15-17	/04			NA			NA		07/18/20
Kimball Rd	0.21	To					15-17	703						IVA		07/10/20
		From					15-17									
1703) Frost Dr	0.09	170	R								NA			NA		08/24/20
<u> </u>		To					15-17	702								
		From					15-17	701								
1704 Light Dr	0.08	48	R								NA			NA		07/18/20
		То					15-17									
1708) Riviera Dr	0.09	490	R				15-6	46			 NA			NA		08/24/20
1708) Riviera Dr	0.03	430												INA		00/24/20
1708) Riviera Dr	0.08	420 From	R				15-17	/10			NA			NA		08/24/200
(1708) Riviera Dr	0.00	720												IVA		00/24/20
1708) Riviera Dr	0.08	180	R				15-17	709			NA			NA		08/24/200
(1708) Riviera Dr	0.00	100												IVA		00/24/200
1708) Riviera Dr	0.10	90 From	R				15-17	/12			NA			NA		08/24/200
1708 KIVIGIA DI	0.10	To					Cul-de	-Sac						INA		00/24/200
		From	Ī				Dead									
0xford Place	0.14	210	R				_ 544	-			NA			NA		08/24/200
$\bigcup$		То					15-17	708								
<u> </u>		From					Dead	End								
1710) Embrey Ct	0.08	120	R								NA			NA		08/24/200
<u> </u>		To					15-17	708	 							
		From		_			15-6	46			$\exists$					00/2/:=
(1711) Hillcrest Dr	0.20	120 To	R				D1	End			NA			NA		08/24/200
		10	<u> </u>				Dead	ENU								

Route	Length	AADT	QA	4Tire	Bus			Truck		$\Omega$ C	K	QK	Dir	AAWDT	QW	Year
Campbell County	J					2Ax	le 3+A	xle 1Trai	l 2Trail		Factor		Factor			
_	0.04	From:	_				Cul-de-Sa	ac						NIA		00/04/000
(1712) Windsor Forest Dr	0.21	140	R				15-1708	<u> </u>			NA T			NA		08/24/200
		From:	1				15-1716									
(1715) Coffey Rd	0.14	170	R				13-1710	,			NA			NA		08/24/2004
		To					15-1717	,								
(1715) Coffey Rd	0.09	320 From:	R				10 1717				NA			NA		08/24/200
		To:					15-646									
		From:					15-1717	1								
(1716) Cannon St	0.06	40	R				15 151				NA			NA		08/24/200
		To: From:					15-1715									
(1717) Webster Dr	0.14	60	R				Dead En	d			 NA			NA		08/24/200
(1717) Webster Dr	0.14	- T					15 151							IVA		00/24/200
(1717) Webster Dr	0.14	310 From:	R				15-1716	)			NA			NA		08/24/200
1717) Websier Bi	0.14	To:	Ë				15-1715	;			$\exists$			IVA		00/24/200
		From:			Dea	ad End:		Campbell Sc	h							
9069)	0.31	700	R								NA			NA		09/18/200
		To					15-636									
		From:					Bus US 4	60								
9070	0.45	2400	R								NA			NA		09/07/200
<u> </u>		To:			De	ead End	l; Brookvi	lle Mid Sch								
Town of Brookneal		From:	1				15-1101									
9071)	0.09	170	R				13-1101				NA			NA		09/18/200
3071)		To:			De	ead End	; Brookne	al Elem Sch	l							
Campbell County																
		From:				SR 24;	Concord I	Elem Schj								
9073	0.17	320 To:	R				SR 24				NA			NA		09/07/200
		From:				* **		TOTAL								
0074	0.12	660	R			US	S 501 SOU	JIH			NA			NA		09/14/200
(9074)	0.12	To:	Ė		(	0.12 Mî	N US 501	; Rustburg			<b>–</b> "			1471		00/11/200
$\bigcirc$		From:	L			0.12 M	N US 501	; Middle			$\Box$					
(9074)	0.11	710	R			TIC 5	01 NODT	TT. C.1.			NA			NA		09/14/200
							01 NORT									
0075	0.04	From:				S	R 24; 15-	96/			NA			NA		
(9075)	0.04	To:					Dead En	d			¬```			1471		
		From:				US 29:		ranch Sch								
9076)	0.15	780	R								NA			NA		09/14/200
$\bigcup$		To				0.	15 ME U	S 29								
9076)	0.41	690 From:	R			-		·			NA			NA		09/14/200
$\bigcup$		To:					SR 24									
		From:			15	5-682; L	eesville R	d Elem Sch								
9077 Constitution Lane	0.12	260	R								NA			NA		09/07/200
		To:					Dead En	d								
$\cap$	0.04	From:	Ļ		-	Dead 1	End; Rust	burg HS		-				N 1 A		00/07/000
9488)	0.31	<b>720</b>	R				SR 24				NA			NA		09/07/200
T CANA		10.					SK 24									
Town of Altavista		From:				Dead 1	End; Alta	vista HS								
(9489) Ninth St	0.14	720	R								NA			NA		09/18/200
$\overline{}$		To:				SR	43 Bedfor	d Ave								

					Cal	mpbell C	perational Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	ī			SD 2	4; 15-9075			-					
9675)	0.12	250	R			SIC 2	+, 13-9073			NA			NA		09/07/200
		To				,	SR 24								
$\bigcirc$		From				Bus	US 460								
(9898)	0.29	1900 <sub>To:</sub>	R			D	- 4 E - 4			NA			NA		09/14/200
C'4 CT 11		10.				De	ead End								
City of Lynchburg		From				Long I	Meadow Dr								
Pawnee Dr	0.86	340	G							0.124	F	0.628	370	G	2005
		To: From:	<u> </u>				dusky Dr								
9th Street	0.18	900	G			Cr	nurch St			0.134	F	0.528	980	G	2005
9th Street	00	To:				Jefi	ferson St					0.020			2000
		From				Del I	Ray Circle								
3 Alta Lane	0.85	2900	G	98%	1%	0%	0% 0%	0%	С	0.106	F	0.578	3200	G	2005
<u> </u>		To					s Ferry Rd								
4 Del Ray Circle	0.16	2900	G	98%	1%	Lee 0%	sville Rd  0% 0%	5 0%	F	0.104	F	0.553	3200	G	2005
Del Ray Circle	0.10	To:		3070	170		Ita lane	3 070	•	0.104	'	0.000	0200		2000
		From				Pa	ırk Ave								
5 8th Street	0.59	1500	G	97%	1%	1%	0% 0%	0%	С	0.089	F	0.530	1600	G	2005
		To					ourt St								
6 Langhorne Rd	0.16	1600	G	98%	1%	1US 501 R 1%	0% 0%		F	0.098	F	0.754	1800	G	2005
Langhorne Rd	0.10	To:	Ü	30 /0	1 /0		illa Rd	0 70	- '	0.030	'	0.754	1000	G	2003
O		From				Lang	ghorne Rd								
6 Villa Rd	0.12	1700 <sub>To:</sub>	G	98%	1%	1%	0% 0%	5 0%	F	0.097	F	0.671	1800	G	2005
		From	I				460 Fort Ave								
7 118 Long Meadow Dr	0.73	2300	G	98%	0%	1%	0% 1%	5 0%	F	0.117	F	0.517	2500	G	2005
118		To				Pav	wnee Dr								
<u> </u>		From					mont Ave								
8 Sussex St	0.79	3200 To:	G	98%	0%	1%	0% 1%	5 0%	F	0.101	F	0.651	3500	G	2005
		From			E.		chorne Rd Liberty Universit	**							
g 118 University Blvd	0.42	9800	G	99%	0%	0%	0% 0%		С	0.127	F	0.627	11000	G	2005
118		To				Candlers	Mountain Rd								
		From:					US 501								
6001 118 V E S Road	0.92	2600 To:	G	97%	1%	1%	0% 0%	5 0%	С	0.11	F	0.67	2900	G	2005
		From					liams Rd								
6002 Trents Ferry Rd	1.88	1400	G	98%	1%	1%	nsboro Rd 0% 0%	5 0%	С	0.097	F	0.550	1500	G	2005
(6002) Trents Ferry Rd		To				Bedford	County Line								
		From					Forest Rd								
6003 Link Rd	0.78	8800	G	99%	1%	0%	0% 0%	5 0%	F	0.085	F	0.563	9700	G	2005
		To:					nehill Dr nehill Rd								
6003 118 Link Rd	1.32	7700	G	99%	1%	0%	0% 0%	0%	С	0.086	F	0.508	8400	G	2005
		To					rmont Ave								
/Migrington D.1	4.04	From		0001	407		Forest Rd	00/	_	0.400	_	0.000	4000		0005
Wiggington Rd	1.04	3700	G	98%	1%	1%	0% 0%	5 0%	F	0.108	F	0.686	4000	G	2005
Wiggington Pd	0.76	770 From:		98%	1%	Lync 1%	hburg Exp 0% 0%	5 0%	С	0.106		0 655	2700	C.	2005
Wiggington Rd	0.76	3400	G	90%	1%			o U%	C	0.106	F	0.832	3700	G	∠005
(6004) Wiggington Rd	1.82	1200	G	98%	1%	Cha 1%	dwick Dr 0% 0%	5 0%	F	0.114	F	0.632	1300	G	2005
6004 Wiggington Rd	1.02	To:		JU /0	1 /0		ins Mill Rd	. 0/0			•	5.002	1000	_	2000

					Ca	mpbell Ope	erational Area	l							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck +Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From								-					
6004 Hawkins Mill Rd	0.36	1600	G	97%	2%	Wigging 1%	gton Rd 0% 0%	0%	С	0.119	F	0.598	1700	G	2005
(6004) Hawkins Mill Rd	0.30	To	٦	91 /0	2 /0	Coffe		076		0.119	-	0.590	1700	G	2003
		From				Hawkins									
6004 118 Coffee Rd	0.89	1900	F	97%	2%	1%	0% 0%	0%	F	0.126	F	0.605	2000	F	2005
(118)		To	_			Walnut H	follow Rd								
Coffee Rd	0.33	3300 From	G	97%	2%		0% 0%	0%	F	0.104	F	0.757	3700	G	2005
Coffee Rd		To				US:									
		From				US 460 Bu	is Fort Ave			İ					
Graves Mill Rd	0.60	5400	G	97%	1%		0% 1%	0%	F	0.105	F	0.544	5900	G	2005
Graves Mill Rd		To								_					
6009 Graves Mill Rd	0.66	4300	G	97%	1%	Old M 1%	0% 1%	0%	F	0.103	F	0.514	4700	G	2005
Graves Mill Rd	0.00	4000		01 70				070		0.100	•	0.014	4700	Ü	2000
O	2.07	From	<u> </u>	070/	40/	Nationv		00/			_	0.050	2000		2005
Graves Mill Rd	0.27	8400	G	97%	1%	1%	0% 1%	0%	F	0.095	F	0.653	9200	G	2005
<u> </u>		From			U.	S 501 Lynchb	urg Expressway								
Graves Mill Rd	0.18	24000	G	97%	1%	1%	0% 1%	0%	С	0.095	F	0.519	26000	G	2005
$\overline{}$		To Erro				Old Grave	es Mill Rd			_					
Graves Mill Rd	1.04	19000	G	97%	1%		0% 1%	0%	F	0.096	F	0.508	21000	G	2005
118/		To	1			WCL Lynchb	ourg 09-1425								
		From	:			Pear	rl St								
Church St	0.30	4300	G	98%	1%		0% 1%	0%	С	0.115	F		4700	G	2005
118/		To				11T	'h St								
6012) Church St	0.40	6200 From	G	98%	1%		0% 1%	0%	F	0.096	F		6800	G	2005
Church St	0.40	0200		0070				070		0.000	•		0000	Ü	2000
<u> </u>	2.00	From	<u> </u>		40/	5th		00/				0.500	40000		
Rivermont Ave	0.90	14000 To	G	98%	1%		0% 1%	0%	С	0.090	F	0.586	16000	G	2005
		From				Bedford A Rivermont									
Bedford Ave	0.96	4100	G	97%	1%		0% 2%	0%	С	0.087	F	0.519	4400	G	2005
Bedford Ave		To				Rivermont	Ave W Int								
		From				Bedford A	Ave W Int								
6012 118 Rivermont Ave	1.01	7400	G	97%	1%	1%	0% 2%	0%	F	0.103	F		8200	G	2005
		To				Rivermon	nt Terrace								
		From				Bedford A	Ave W Int								
Rivermont Ave	1.11	8900	G	97%	1%	1%	0% 2%	0%	F	0.096	F	0.589	9800	G	2005
		To				Bedford A	Ave E Int								
<u> </u>		From				Bedfor	rd Ave								
6022 Hollins Mill Rd	1.16	3200	G	97%	1%	1%	0% 2%	0%	F	0.097	F	0.597	3500	G	2005
····		To				Hollin	ns St			$\neg$ —					
6022) Federal St	0.40	3700 From	G	97%	1%		0% 2%	0%	F	0.088	F	0.593	4000	G	2005
118/		To				5Th	n St								
		From				Lakesi	ide Dr								
6023) Murrell Rd	0.37	8000	F	98%	1%		0% 0%	0%	С	0.090	F	0.556	8700	F	2005
Murrell Rd		То				Langho									
		From				Kemp	per St				-				
6027 118 Street	0.80	6200	G	98%	0%		0% 0%	0%	F	0.085	F	0.539	6800	G	2005
118/		To	_												
6027) 12th Street	0.25	4800 From	G	98%	0%	Clay 1%	0% 0%	0%	F	0.097	F	0.537	5200	G	2005
12th Street	0.20	4000 To	ı	JU /0	J /0	Comme		J 70	•	0.037	•	0.001	3200	J	2000
		From	<del></del>												
6028) Commerce St	0.33	3800	G	98%	0%	5Th	0% 0%	0%	F	0.110	F	0.541	4100	G	2005
Commerce St	0.33	3000		30 70	U-70			070	r	0.110	Г	0.541	4100	G	2005
<u> </u>		From				10T									
6028 Commerce St	0.30	3300	G	98%	0%		0% 0%	0%	F	0.125	F	0.704	3600	G	2005
		To				Maii	n St								
$\widehat{}$		From				Wadswo		_				_	<del></del>		
			_	000/	40/	407		00/	_			0 505		_	0005
6029 118 Fort Ave	0.43	6000 To	F	98%	1%	1% Kemp	0% 0%	0%	С	0.09	F	0.585	6600	F	2005

						Ca	mpbell Operation	nal Area								
Route	e	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lyne	chburg										1					
Dorle	Α	0.00	From:	ᄂ	000/	40/	Kemper St	00/	00/		0.001	_	0.506	0200	_	2005
6029 Park	Ave	0.28	8400	F	98%	1%	1% 0%	0%	0%	С	0.081	F	0.586	9200	F	2005
$\overline{}$			To: From:				9Th St									
6029 Park	Ave	0.36	6400	G	98%	0%	1% 0%	0%	0%	F	0.079	F	0.5	7100	G	2005
			To				5Th St									
_			From:				Oakley Ave									
6031) Lakes	eside Dr	0.41	13000	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.630	15000	F	2005
110/			To				Murrell Rd									
ake	side Dr	0.34	6300 From:	F	98%	0%	1% 0%	0%	0%	С	0.092	F	0.585	6800	F	2005
6031 Lakes			_									-			-	
<u> </u>	•	0.00	From:	<u> </u>	000/	40/	Memorial Av		201			_	0.500	7000	_	2005
6031 Park	Ave	0.36	7200	F	98%	1%	1% 0%	0%	0%	С	0.092	F	0.536	7900	F	2005
			To: From:				Langhorne Ro	i								
Dork	Λ	0.25	8300	G	98%	0%	C1US 501 1% 0%	0%	0%	F	0.084	F	0.527	0100	G	2005
6031 Park	Ave	0.35	To:		90%				0%	Г	0.064	Г	0.537	9100	G	2005
				<u> </u>			US 221; 118-6027:1	2111 <b>S</b> t			<u> </u>					
<u> </u>	•	e -	From:	<u> </u>			Florida Ave					_			_	
<sub>5032</sub> Main	St	0.25	2800	G	98%	1%	1% 0%	1%	0%	F	0.098	F		3100	G	2005
			To:				Lynchburg Expres									
	. C4	0.00		<u> </u>	000/	40/	Lynchburg Ex		007		0.004	_	0.005	6000	0	2005
6032 Main	1 31	0.28	6300	G	98%	1%	1% 0%	1%	0%	F	0.091	F	0.865	6900	G	2005
			To: From:				12Th St									
6032 Main	st St	0.55	5800	G	98%	1%	1% 0%	1%	0%	F	0.095	F		6400	G	2005
118/			To				5Th St									
			From:	1			Campbell Av	a.			1					
Floric	da Ave	1.28	4500	G	98%	1%	1% 0%	1%	0%	С	0.113	F	0.623	4900	G	2005
5033) Floric		0			0070	.,,		.,,	0,0			·	0.020	.000	•	
<u> </u>			From:	<u> </u>			Augusta St									
5033) Floric	da Ave	0.88	3600	G	98%	1%	1% 0%	1%	0%	F	0.102	F	0.616	3900	G	2005
			To:				Main St									
			From:				Florida Ave									
034 Marti	in St	0.58	1100	G	98%	1%	1% 0%	0%	0%	С	0.111	F	0.676	1200	G	2005
118/			To:				ECL Lynchbu	rg								
			From:				SCL Lynchbu	·o								
Canc	dler Mtn Rd	1.09	2800	G	99%	0%	0% 0%	0%	0%	С	0.094	F	0.705	3100	G	2005
6035 Cand			_												_	
$\bigcirc$			From:				Ramp From US 460;					_			_	
	dler Mtn Rd	0.74	12000	G	99%	0%	0% 0%	0%	0%	F	0.085	F	0.524	13000	G	2005
110			To:	<u> </u>			SR 128; Mayflower	Drive								
<u> </u>			From:				5Th St									
6036 Clay	St	0.50	1600	G	97%	0%	2% 0%	0%	0%	С	0.114	F	0.662	1800	G	2005
118/			To				12Th St									
6036) Grace	e St	0.88	3200 From:	G	97%	1%	1% 0%	1%	0%	С	0.106	F	0.652	3500	G	2005
6036) Grac	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.00	<b>3200</b> To:		J1 /0	1 /0	Florida Ave	1 /0	U /0		0.100		0.002	3300	J	2000
				<u> </u>												
<u> </u>			From:	<u> </u>			Wythe St					_			_	
6037) Stadi	lium Dr	0.38	4400	G	97%	1%	1% 0%	1%	0%	F	0.097	F	0.556	4800	G	2005
			To:				Carroll Ave									
_			From:				Fort Ave									
<sub>5038</sub> Wyth	ne St	0.27	7000	G	96%	1%	1% 1%	1%	0%	С	0.088	F	0.55	7700	G	2005
118/			To:				Stadium Dr									
			From				Stadium Dr									
								1%	0%	С	0.1	F	0.508	3900	G	2005
Jame	es St	0.22	3500	G	96%	1%	1% 0%									
6040 Jame	es St	0.22	3500 To:	G	96%	1%	1% 0% Carroll Ave		0,0		Ti i	•	0.000	3300	Ü	
6040 Jame	es St	0.22	To:	G	96%	1%	Carroll Ave				<u> </u>	•				
118/			To:				Carroll Ave	i								
118/	es St	1.04	From:	G G	96%	4%	Carroll Ave  Langhorne Ro  1% 0%		0%	С	0.145	F	0.624	1400	G	
118/			To:				Carroll Ave	i								
6042 Crand	nehill Dr	1.04	From: 1300  From: From:	G	95%		Carroll Ave  Langhorne Re 1% 0%  Link Rd  US 501 NW Expre	0%		С	0.145		0.624	1400		2005
6042 Crand			From: 1300				Carroll Ave  Langhorne Ro 1% 0%  Link Rd	0%								2005

AWDT (		Year
20000		
20000	0	
20000		2005
	G	2005
45000		0005
15000	G	2005
10000	G	2005
4300	G	2005
6000	G	2005
5600	F	2005
3000	Г	2000
4000	0	000-
4000	G	2005
5300	G	2005
5100	G	2005
	_	
9700	G	2005
0700	G	2000
1400	G	2005
7700	G	2005
7700	G	2005
7700	0	2000
4700	0	2005
4700	G	2005
15000	G	2005
7900	F	2005
8000	G	2005
5000	J	2000
0000	0	000-
9000	G	2005
8600	G	2005
220	G	2005
	_	_000
11000	C	2005
11000	G	2005
	6000 5600 4000 5300 5100 8700 7700 4700 4700 15000 7900 8000	4300 G 6000 F 4000 G 5600 F 4000 G 5300 G 5100 G 8700 G 1400 G 7700 G 4700 G 15000 G 7900 F 8000 G 9000 G 8600 G

					Ca	impbell Operati	onal Area	l							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
McConville Rd	1.80	4800	G	99%	0%	Graves Mill	Rd 0%	0%	С	0.099	F	0.514	E200	C	2005
McConville Rd	1.60	4000 To	-	99%	0%	Wyndale D		0%	C	0.099	Г	0.514	5200	G	2005
		From				McConville									
6073 Wyndale Dr	0.24	3600	F	99%	0%	1% 0%	0%	0%	С	0.108	F	0.558	4000	F	2005
(118)		То				Lakeside D	r								
		From				Link Rd									
6074 Evergreen Rd	0.33	1900	G	98%	1%	1% 0%	0%	0%	С	0.104	F	0.647	2100	G	2005
		To				Indian Hill I									
6074) Indian Hill Rd	0.98	1700	G	98%	1%	Evergreen F 0% 0%	0%	0%	F	0.102	F	0.563	1800	G	2005
118 Indian Hill Rd	0.00	То	Ť	3070	170	Burnt Bridge		070	•	7	•	0.000	1000	Ü	2000
		From				Indian Hill I									
6074 Burnt Bridge Rd	0.97	1600	F	98%	1%	0% 0%	0%	0%	С	0.112	F	0.553	1800	F	2005
1189		To	:			Boonsboro I	Rd								
_		From				Richmond S	St								
6075 Langhorne Lane	0.34	2900	G	98%	1%	1% 0%	0%	0%	С	0.098	F	0.546	3200	G	2005
		To				Eldon St	-								
6075) Eldon St	0.07	2800	G	98%	1%	Langhorne La	one 0%	0%	F	0.1	F	0.568	3000	G	2005
Eldon St	0.07	<b>2000</b>		30 70	1 /0	Memorial A		U /0	Г	<b>—</b> 1.1	r	0.000	3000	G	2003
		From								<u> </u>					
6076 Linkhorne Rd	0.59	3000	G	98%	1%	Old Forest F 1% 0%	0%	0%	F	0.134	F	0.521	3300	G	2005
Linkhorne Rd	0.00	To	<u> </u>	3070	1 /0	Cranehill D		070	'	0.104	'	0.021	3300	O	2003
		From					•								
9077 Jefferson St	0.41	1400	G	98%	1%	7Th St 1% 0%	0%	0%	F	0.118	F	0.617	1600	G	2005
Jefferson St	0.41	To	<u> </u>	3070	1 /0	Concord Tpl		070	'	-0.110	'	0.017	1000	O	2003
		From	:I			Main St									
6078) Washington St	0.11	1500	G	91%	1%	1% 5%	2%	0%	F	0.100	F	0.504	1600	G	2005
Washington St	0.11			0170	170			070	•		•	0.001	1000	Ŭ	2000
Concord Tools	1.00	From	<u> </u>	010/	10/	Jefferson S		00/		0.103		0.501	2600		2005
6078 Concord Tnpk	1.66	3200	G	91%	1%	1% 5%	2%	0%	F	0.103	F	0.591	3600	G	2005
<u> </u>		To From	<u> </u>			Rockwell R					_				
6078 Concord Tnpk	1.07	3300	G	91%	1%	1% 5%	2%	0%	С	0.097	F	0.537	3600	G	2005
<u> </u>		То				US 460									
$\sim$		From				12Th St									
6080 Court St	0.50	1400	G	91%	1%	1% 5%	2%	0%	F	0.122	F	0.603	1600	G	2005
		To				5Th St									
		From	<u> </u>			Lakeside D								_	
6081 Forest Brook Rd	0.92	3500 <sub>To</sub>	F	96%	1%	1% 1%	1%	0%	С	0.099	F	0.533	3800	F	2005
			<u> </u>			Old Forest F									
	0.50	From	پ	000/	40/	Old Forest F		00/			_	0.00	7400	_	0005
6082 Hill St	0.58	6800 <sub>To</sub>	G	99%	1%	0% 0%	0%	0%	F	0.096	F	0.69	7400	G	2005
			<u> </u>			Langhorne F	.u								
Cdannad Ana	0.70	From	<u> </u>	000/	40/	Fort Ave	00/	00/			_	0.500	0.400	0	2005
6083 Edgewood Ave	0.73	2200 <sub>To</sub>	G	99%	1%	0% 0% Wards Rd	0%	0%	С	0.099	F	0.588	2400	G	2005
			<u>I</u>			waus Ru									
Town of Altavista		From				Bedford Av	e								
7th Street	0.43	3900	G	98%	1%	0% 0%	0%	0%	С	0.1	F	0.5	4000	G	2005
71 7th Street											-			-	
7th Street	0.44	From	G	98%	10/	Franklin Av	e 0%	Ω0/-	F	0.000	F	0.506	3400	G	2005
7th Street	0.44	3200		90%	1%	0% 0%	0%	0%		0.099	Г	0.506	3400	G	∠005
<u> </u>	_	From	لــِـــا			Lola Ave				<u> </u>					
1 7th Street	0.50	1500	G	98%	1%	0% 0%	0%	0%	F	0.112	F	0.507	1600	G	2005
		To				US 29 Bus									
<u> </u>		From	لِــاً			Bedford Av								_	
2 162 11th Street	0.10	310	G	99%	0%	0% 0%	0%	0%	С	0.102	F	0.529	320	G	2005
$\overline{}$		To				Broad St									

					Ca	ilibbeli C	peration	ai Ai ea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Altavista		From	1			D.	- 1 F. 1				1					
3 12th Street	0.08	60	G			De	ad End				0.262	F	0.647	70	G	2005
12th Street		To				Fran	ıklin Ave									
$\sim$		From					Ave Ext									
4 Avondale Dr	0.17	2300	G	98%	2%	0%	0%	0%	0%	F	0.101	F	0.743	2300	G	2005
		From		2221			zier Rd	221				_				
4 Avondale Dr	0.60	510	G	98%	2%	0%	0% gden Rd	0%	0%	С	0.102	F	0.509	530	G	2005
		From:	! :				OTh St				1					
5 Broad St	0.13	200	G	97%	1%	1%	0%	0%	0%	С	0.121	F	0.583	210	G	2005
182/		To				Ly	nch Rd									
$\sim$		From				M	Iain St									
6 Franklin Ave	0.07	1600	G	98%	1%	0%	0%	0%	0%	F	0.115	F	0.529	1700	G	2005
<u> </u>		To:					Th St				_					
Franklin Ave	0.46	1800	G	98%	1%	0%	0%	0%	0%	С	0.146	F	0.508	1900	G	2005
_		From	 				2Th St									
7 Frazier Rd	0.09	1700	G	97%	1%	0%	ndale Rd 0%	2%	0%	F	0.115	F	0.782	1800	G	2005
Frazier Rd		To					ola Ave				<u> </u>					
Frazier Rd	0.62	2600 From:	G	97%	1%	0%	0%	2%	0%	С	0.109	F	0.670	2700	G	2005
162/		To				Lync	h Mill Rd									
		From:				M	Iain St									
8 Lola Ave	0.07	3200	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.624	3300	G	2005
		To: From:					Th St									
8 Lola Ave	0.36	3200	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.613	3300	G	2005
		From	Ļ	2221			1Th St									
8 Lola Ave	0.13	3300 <sub>To:</sub>	G	99%	0%	0% Lota	0% Ave Ext	0%	0%	С	0.100	F	0.588	3400	G	2005
		From					1Th St									
9 Lynch Rd	0.13	310	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.563	320	G	2005
182		To					road St									
		From				Avo	ndale Dr									
Ogden Rd	0.38	850	G	89%	2%	2%	0%	7%	0%	С	0.094	F	0.577	870	G	2005
		To: From:	I				h Mill Rd									
Pittsylvania Ave	0.42	8200	G	94%	0%	1%	Altavista 1%	4%	0%	С	0.082	F	0.643	8400	G	2005
(425) Pittsylvania Ave	0.72	To	Ť	0-170	070		Iain St	470	070		7	•	0.040	0400	Ü	2000
		From				NCL	Altavista									
1466 Lynch Mill Rd	0.40	4600	G	96%	1%	1%	1%	2%	0%	С	0.112	F	0.626	4700	G	2005
1h2		To:				Fra	zier Rd									
1466 Lynch Mill Rd	0.49	3400	G	96%	1%	1%	1%	2%	0%	F	0.098	F	0.519	3500	G	2005
162		To: From:					iron Rd irion Rd				_					
1466) Lynch Mill Rd	0.30	4300	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.525	4400	G	2005
1466 Lynch Mill Rd		To	:				Iain St									
		From				Lync	h Mill Rd									
1468 ClarionRd	0.77	1500	G	96%	1%	0%	1%	2%	0%	С	0.078	F	0.551	1600	G	2005
		To	1			NCL	Altavista									
Campbell County		From	·			Rue	US 460				ı					
Enterprise Drive		6100	F			Dus	22 100				0.093	F	0.599	6100	F	2005
-		To	-			R	Bee Dr									
Enterprise Drive		5600 From:	F								0.095	F	0.600	5600	F	2005
*		To				15	5-1520									

				Cal		Operation									
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Lynchburg	From:					Wise St				1					
4th Street	90	G				Wisc St				0.152	F		100	G	200
	To				N	Ionroe St									
	From:	York St													
Caroline St	500 <sub>To:</sub>	G			- CI	1 0				0.099	F		550	G	200
	From:					nambers St				<u> </u>					
Chambers St	870	G			C	aroline St				0.102	F		950	G	200
	To:					2Nd St									
	From:				Moi	mingside D									
Clayton Ave	660	G								0.151	F		720	G	200
	To:					ottswood Pl									
Danridge Dr	From: <b>1200</b>	G			В	Berkley Pl				 0.111	F		1300	G	200
Dannage Di	To:	_			Cra	aigmont Dr					•		1300	J	200
	From:					15-1520									
Enterprise Drive	14000	F								0.1	F	0.593	14000	F	200
	To:				Bedfor	rd County L	ine								
	From				Ma	ryland Ave					F		470		000
Fairview Ave	430	G			1	Aackel St				0.103	F		470	G	200
	From:					dgeway Dr									
Fleetwood Dr	1200	G			Ki	ugeway Di				0.118	F		1300	G	200
	To:				Hi	llwood Dr									
Georgia Ave	From:				Car	mpbell Ave									
	220	G								0.117	F		240	G	200
	Thr					evada Ave									
Gorman Dr	From: <b>330</b>	Glen Oak Lane								0.122	F		370	G	200
	To:				No	rthwood Cir				0.122	•		370	J	200
	From:				Mor	ntgomery Ro	l								
Hawthorne Rd	170	G								0.147	F		180	G	200
	To:				Wo	odcrest Dr									
5	From:	Rhonda Dr								_		4.40		000	
Hayes Dr	130	G			Cr	awford Dr				0.112	F		140	G	200
	From:					rents Ferry	0.4			1					
John Scott Dr	400	G	97%	2%	1%	0%	1%	0%	С	0.111	F		440	G	200
	To:					Dead End									
	From:				M	losby Ave									
Leyburn Ave	280	G								0.158	F		310	G	200
	To:	Sackett St													
Locksview Dr	From: <b>1000</b>	Bell Tavern Rd  G								 0.116	F		1100	G	200
LOOKOVICW DI	To:				Norv	ell House C	lt .			<u> </u>	•		1100	Ü	200
	From:					Craig St									
Maryland Ave	270	G								0.103	F		300	G	200
	To				Fai	irview Ave									
McKinney Ave	From:	_	-		(	Clarke St				0.000	_		070		000
	340	G			,	Dodd St				0.083	F		370	G	200
	Fron					nt Bridge Ro	1			+					
Mimosa Dr	710	G			Dull	n Druge K	1			0.109	F		770	G	200
	To:				Wo	odcrest Dr									
	From:				McG	Guffey Lane	:								
Morningside Dr	410	G								0.183	F		450	G	200
	To:				W	ood Lane									

					Oui	i i i pbeli O	peration	ui / 11 ou								
Route	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir Factor	AAWDT	QW	Yea
. et . 11						ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor			
tv of Lvnchburg		From	1			Wes	tview Dr				1					
Myrtle St		600	G								0.123	F		660	G	200
•		To				Tole	edo Ave									
		From	1			Oakri	idge Blvd									
New Hampshire Ave		430	G								0.160	F		470	G	200
		To				Tre	mont St									
		From				McKi	nney Ave									
Oxford St		380	G								0.115	F		410	G	200
		To				Rado	liffe Ave									
		From				Hill	crest Rd									
Page St		3200	G								0.096	F		3600	G	200
		To				21	Nd St									
		From				Tre	mont St									
Rhode Island Ave		260	F								0.119	F		280	F	200
		To				Fo	rt Ave									
		From				Rho	onda Dr								G	
Sanhill Dr		400	G								0.128	F		430		200
		To				Apac	che Lane									
		From				Camp	bell Ave							340	G	
Texas Ave		310	G								0.119	F				200
		To				Nev	ada Ave									
		From				Wing	field Ave									
Warren Ave	200										0.123	F		220	G	200
		To				Pei	ту Ave									
wn of Altavista																
Lakewood Dr		From:				Sourv	ood Lane									
		280	G								0.112	F		300	G	200
		To				Dogw	ood Lane									
Tabby Ln		From				Lau	rel Lane									
		230	G								0.109	F		250	G	200
		To				Woodl	naven Lan									
		From				Fo	rest St									
West Rd		140	G								0.123	F		150	G	200
		To				Ly	nch Rd									